

THE NORTHWEST

Illustrated Monthly Magazine

Copyrighted, 1893, by E. V. SMALLEY.

VOL. XI.—NO. 1.

ST. PAUL, JANUARY, 1893.

TERMS: 20 CENTS PER COPY.
\$2.00 PER YEAR IN ADVANCE.

TWO MONTHS IN "LITTLE RUSSIA."

BY JESSAMINE S. SLAUGHTER.



DAKEM is the name of a Russian settlement in South-eastern Emmons County, North Dakota. The name is not, as might be supposed, of foreign origin, but was invented by a patriotic Dakotan, taking the first syllables of the

words, Dakota and Emmons, thus naming it after the State and the county.

It was my lot to spend two months in this unique settlement as a teacher; and, although the recollections are not unpleasant and the experience is valuable, yet the memory of it is as if I had been exiled for two months from my native land. A letter from the school superintendent of Emmons County offering me the school, gave me no hint as to the character of the settlement or the terrible isolation to which the teacher must necessarily be subjected. So I departed from my Bismarck home in good spirits, little dreaming what was in store for me.

A journey by stage-coach landed me at Emmonsburg, a little postoffice and stage station on Beaver Creek, fifty miles south of Bismarck and thirty miles west of my destination. The postmaster is an intelligent Frenchman, married to an Indian wife. They had a comfortable home and he and his family made my stay there very pleasant. His daughters had been educated at a convent and were really accomplished girls. As the weekly stage which conveyed the mail to Dakem had left, Mr. Archambault took me there by private conveyance.

Along the river and the shores of Beaver Creek there was scarcely a hint of snow; but as we journeyed eastward the evidences of a recent heavy snowfall became apparent and rendered traveling difficult. When we reached Winchester we exchanged our buggy for a sleigh, or "jumper," as it is called in the parlance of the country. The postoffice here is kept by three maiden sisters from New England, who successfully conduct a store, a farm and a ranch. It is said they do all their own farm work and "break in" and tame their own horses, and all their surroundings bear evidences of Yankee thrift.

From there we proceeded to the postoffice of Omio where we had dinner. The postoffice is in a tiny sod shack in a most desolate spot, on the

banks of Horse Head Creek. The country around here is very rough, and rugged buttes of fantastic shape shut in the prairie landscape. The post-office was kept by a lady whose face bore evidence of great sorrow. Her experiences at this place had indeed been very sorrowful. Her husband had deserted her, and the previous summer her little crippled son had died, her daughter had been drowned in the creek that flowed past the door, and her daughter's husband had committed suicide near this spot. Her remaining son, a youth of seventeen, was serving a term in the Bismarck penitentiary for murder, he having killed a Russian who had taken his pony away. Her loneliness and sorrow excited our warmest sympathy.

Resuming our journey, we pressed eastward through the drifts, which now became higher and more formidable, requiring strenuous efforts of the horses to break through them. As we neared our destination we met Mr. Braddock, the postmaster at Dakem, and his family, accompanied by a young Russo-German and his sister, enroute to a housewarming and dance given by an American. As Mr. Braddock was the school clerk and stated that the school board were to meet at his house next day to sign the contract with me, and there being no place else to stop at, we were perforce obliged to turn back and accompany them.

All the settlers for miles around were there; even the melancholy postmistress of Omio was present and joined in the festivities. A family of Bohemians were there, coming a distance of ten miles. The music was furnished by two members of the family of the host, who played violins, and the dancing was of a spirited character. A hot supper was served about midnight, after which vocal music was well rendered by the daughters of the family. I was so weary I fell asleep in the midst of it, and when I awoke at daybreak the party were still dancing merrily as though fatigue were unknown to them.

In the morning I started for

Dakem with the Braddock party. The vehicle we rode in was an open box-sled, made comfortable by straw mattresses spread on the bottom. Mr. Braddock's house is a large two-story white one and it was a surprise to see such a well built structure in such a lonely situation. He and his family, I learned, were the only English-speaking people in the settlement.

In the afternoon, the school board of Dakem arrived, and with all due solemnity the contract which bound me to teach the district school for two months was signed and sealed. The president of the school board was a benevolent



RUSSO-GERMAN HAYMAKER.

and kindly appearing old man clad in typical Russian costume. He wore a coat of sheepskin made in the "old country" and worn with the tanned side out; the maker of the garment doubtless assuming that he knew more about the proper arrangement of such covering than the sheep that had originally worn it. He wore a pointed fur cap and heavy home-made shoes of cow-hide. The other members were similarly dressed. Our business being concluded, they led me to the sled, or "schliddy," as I now must call it. The schliddy, a square, low affair filled with straw, had no seat; so I stepped in and they motioned me to sit down on the bottom; then they piled straw around me and placed a sheepskin robe over my lap. Two of them seated themselves a little in front on either side of me on the edges of the robe. The third one stood up in

prairie. On arriving there, my limbs were so benumbed from cold and the cramped position in which I had ridden that I could scarcely stand. I felt as if I were in a foreign land, and as I realized that this lonely spot was to be my home for two months, a feeling of homesickness almost overcame me. But an old woman came out, greeted me in a motherly fashion and led me by the hand into the house. The house, buried to the eaves in the snow, was a long, low structure built of sods and plastered on the outside with a mortar made of cow-dung and pebbles. Paths dug through the immense drifts led to two doors, in one of which a cow stood, gravely surveying the landscape. Through the other door we entered the living rooms of the family.

The outer room was a little shed, piled to the ceiling with straw and stacks of dried cow-dung,

as cordially as the grandmother had done. The women were heavy-built and broad shouldered, with dark hair. They were dressed in typical Russian costume, short, full skirt, loose blouse, heavy shoes and red handkerchiefs over their heads. The men were tall and dressed in sheepskin garments similar to those described before. The children, a boy and a girl, were dressed like their elders.

This room had a board floor; the walls were whitewashed and adorned with colored pictures of saints and Madonnas, which, with a crucifix and rosaries, indicated their religion. Several large willow baskets of home manufacture swung by hooks from the ceiling and contained the extra clothing of the family. Two large bedsteads, piled high with feather-beds, stood in the room. Light was admitted through two small windows set deep in the sod wall. The windows were double, hermetically sealed, admitting no air. The women left the room and busied themselves in preparing their evening meal. Presently one of them opened the door into this room, ejaculating "Alla," which I afterward found was equivalent to "come on." The men at once repaired to corners of the room, crossed themselves, muttering prayers. The women and the children did the same. This I found was their invariable custom, both before and after meals. Then we sat down to supper, which consisted of boiled potatoes, boiled pork and boiled sauerkraut, served in earthen crocks. They all expressed the greatest surprise at my refusal to take coffee, and when the grandfather cut off a large quantity of the fat pork and placed it on my plate, my inability to eat it gave them all the greatest concern; but when I explained that I wanted a little of the "roth," or red portion of the meat, their cheerfulness was restored. Then I had a cup of milk, and with some excellent bread and sauerkraut I contrived to make a square meal.

After supper I began to feel very sleepy; so, summoning up my knowledge of German, I managed to make the old lady understand that I wished to retire. She nodded her head but went on with the basket making. Soon I repeated my request and she arose and went into the next room, whence the sounds of hammering and sawing had issued for some time; following her, I found that my bed was in process of manufacture. The men were building it out of lumber. Soon it was completed and brought into the next room and placed against the wall. Two fat feather-beds were placed on it, one for me to sleep on, the other for covering. In this downy bed I slept soundly until awakened in the morning by the old lady trying to arouse her two sons, who slept in the next room, by shouts of "Alla oof, Nicolouse! Alla oof, Yohannes! Alla! Alla!"

After the family had gone through their usual prayers, we sat down to a breakfast of fried sauerkraut, fried pork and fried potatoes. After breakfast we started for the school house, two miles distant. The "schliddy" we rode in was a primitive affair. It was made by nailing short boards over two small logs which were placed parallel to each other. Across the center was placed a gunny sack, stuffed with hay for the horse's dinner. This sack was my seat; the driver sat down in front of me and the two little children behind me. The sensation of being dragged along so close to the ground at such a rapid rate was very unpleasant. The sled had no protection at the sides, so I was in constant danger of falling off. The others seemed to have no trouble in preserving their equilibrium, but every time the sled made a lurch, with the irresistible impulse of self preservation, I made frantic clutches at the broad shoulders of the driver in front. This made the children titter and was very embarrassing to us both. But presently he moved the long, red worsted scarf that encircled his waist so that the loops in which it was tied came directly in the



A STURDY RUSSO-GERMAN COLONIST.

front and started the oxen forward on a trot of which I did not suppose such usually slow-going animals were capable. In this way we journeyed the five miles intervening between us and our destination, my future boarding place. As we launched out on the white billows of the prairie I glanced back, and saw Mr. Braddock's house rapidly disappearing in the distance. My feelings at that moment were probably akin to those of a ship-wrecked sailor who sees a friendly sail vanishing in the distance.

None of my companions spoke English, but they kept up a rattling conversation among themselves, every now and then giving me a friendly nod as if to assure me everything was all right. Presently we espied the house, which looked like a black spot among the miles and miles of snowy

which they use for fuel. The next room was a small, dark kitchen with one tiny window. In it were a bunk-bed, table, crockery, stools and a small iron stove. A little boy sat on the earth floor beside a small, square opening in the sandstone partition industriously thrusting straw into this opening from the stack by his side. This was the door of the Russian stove. As we entered the next room—the "best room"—I saw the stove itself. It was built of sandstone, plastered over with ashes and sand and painted a dark red. It was about six feet in height and two feet in breath and width. The rest of the family, which consisted of the old lady's husband, two grown sons, a married daughter and her two little children, sat on low stools, with their backs against the stove. They arose and greeted me

back, and signed to me that I could cling to that. With this scarf as a life preserver I managed to maintain my position on the hay sack till we reached the school house.

From various directions across the prairie similar sleds were seen approaching, bringing in the children of the settlement. These little sleds, like our own, were of the most primitive description. Most of them were drawn by a single ox, while one which held a tiny boy and girl was drawn by a gaunt looking cow which contributed her milk at the noon hour for the children's luncheon.

The school was kept in a farm house, a low sod building almost buried out of sight among the immense drifts. I was met at the door by a friendly woman dressed in Russian costume who conducted me into a small, dark room—dark, because the snow outside reached above the window. In this room was a small cooking stove surrounded by stacks of fuel. Several large bins of wheat and flaxseed occupied one end of the room. A calf was tied in the other. The school room, which was also the living room of the family, adjoined this. This room was plastered over with ashes and sand, and the floor was of earth. A long board table stood on one side of the room, with a long bench on each side of it. On the other side of the room were two featherbeds, on one of which was a baby girl whose dress was a miniature copy of her mother's, even to the handkerchief around her head. Some of the scholars sat on the benches, others stood with their backs against the whitewashed stove, their ages ranging from five to twenty. A few of them had some knowledge of the English First Reader, but the majority did not know their alphabet. In arithmetic, however, they were all fairly well advanced. Presently the head of the family and one of the school board came in and sat down on the low stools with their backs against the stove, and smoked cigarettes and listened to the recitations with rapt attention.

At noon-time the books were laid aside and a dinner of boiled sauerkraut, boiled potatoes and boiled pork were served on the school table for



A SOD CHURCH IN THE RUSSO-GERMAN SETTLEMENT.

the family and myself. After which the woman went to clean out the stable part of the house. Her husband meanwhile shoveled the snow off the roof and cut paths through the snow to the straw-stacks. I thought her the more expeditious worker of the two. In the afternoon another "schliddy" arrived, bringing four small boys and their father. This man could speak a little English, and when I asked him the names of his children he drew himself up proudly and answered, tapping each little black head in succession, "Yackob, eleven; Koll, ten; Gottlieb, nine; Augoust, eight."

"A nice family," I remarked.

"O, got plenty more at home smaller as these," was his reply.

"Are you Russian?" I asked.

At this he made a great show of indignation and answered, "No, indeed! He was not a Russian; he was a German. If I had ever seen a Russian I would quickly see the difference; the Russians were savage people—wild, like Indians."

He said further that his people lived in Odessa, Russia, their ancestors immigrating there from Germany a hundred years before. They had preserved their nationality and their German customs intact. They were obliged under the Russian laws to send their children to Russian schools and to speak the Russian language and to conform to the national customs of the country. But their children were always taught at home to read and speak German and to love the Fatherland.

When the school dismissed our sled was brought around to the door. The horse having eaten all the hay, there was only the empty sack for a seat; and, although this was not so comfortable, I found it attended with less peril of diving overboard.

In this way, for two months I journeyed to and from school; but in a very little time I had learned to preserve my equilibrium as well as the others, and also my equanimity when the "schliddy" upset, as it did almost every day. During these two months of February and March there were many storms and occasional blizzards which made the trip a hazardous one. Rough as this daily journey was, I believe it to have been the means of preserving my health; for if I had been confined to the close air of my boarding place or school house it must have proved injurious. I always got home with a keen appetite for the sauerkraut, pork and potatoes which formed the unvarying bill of fare for the whole term, and which at first had seemed so coarse and unpalatable.

With my life among the people I soon became quite content. My work in the school room soon became interesting, as the children were docile and eager to learn and the parents greatly interested in having them learn American ways. I soon learned that underneath their rough exterior they had kind hearts and were all animated by a sincere desire to make my stay among them happy and comfortable to the extent of their resources. Being intimately associated with their home and family life I became familiar with their habits and customs and learned to respect the homely sincerity of their religious and national customs. They are religious at all times, but 'tis on their national fast that the deep religious tendencies are most strongly marked. This fast, called "Bpost," begins seven weeks before Easter and is ushered in by a three days' carnival, or "farewell to flesh." These three days are celebrated by dancing and feasting. Great preparations are made; the best clothes are put in order and the shoes carefully blacked.

Their manner of polishing shoes deserves special mention: The brush is dipped in sweetened cold coffee; the iron dinner pot is inverted and the brush rubbed on the soot that adheres to the bottom of it. The brush is then rubbed vigorously on the shoes and the result is a polish resembling the sides of a brand new stove.

The neighbors assembled in the evening at my boarding place, which was the best in the settlement. They danced on the earth floor in the kitchen, to the music of a mouth organ. The round dances are the favorite, danced to a very quick time. The dancing was remarkably graceful, considering their heavy shoes, the earth floor, and the limited space. All danced, from the grandfather to the tiny child. Two little boys then danced a "soldier's dance." The men, instead of walking up and asking the women to dance simply beckoned across the room to the partners they wished, who quickly joined them. One dance, called "Boobna," was most laughable. A tall young fellow stood in the center of the room with an inverted broom in his hand. The company joined hands and formed a ring around him. He gave each one a word to call out, such as "Grites," "Schier," "Ixta," etc. A little boy then played on the mouth organ and was accompanied by a man who kept time by pounding furiously on the table with his bare fists. The dance began by the leader shouting "Boobna, Boobna, Boobna," and pounding on the floor with the broomstick; while the company danced around him, shouting the words that had been given them. The sound of the different words,



RUSSO-GERMAN GIRL.

"Schier, Schier, Schier," "Grites, Grites, Grites," "Ix, Ix, Ix," and other queer words shouted in different tones with the unceasing bass tones of "Boobna, Boobna, Boobna," from the leader, together with the ridiculous postures of the dancers, made it the most comical scene I ever saw in my life. This boisterous dance continued until the dust rose in clouds from the earth floor and the dancers were too much convulsed with laughter to proceed. After the dancing was over they all sang, and sang well, too. Many of them had sweet voices and the natural gift of song. After they had sung the Russian hymns, soldiers' songs and German ballads, they urged me to sing. I complied by singing "Die Wacht am Rhein," which pleased them greatly.

After the three days of "Bpost" were over began the seven weeks of fast. For seven weeks they were not allowed to eat meat. In this country they are permitted to eat it three times a week, but very few avail themselves of the privilege. Considering the intense cold, the hard work performed by these people and their limited food resources, the abstaining from meat is proof of their sincerity, as it involves a sacrifice that no one unfamiliar with their daily life can appreciate. The nearest church is at Eureka, too far distant for them to attend in winter, so religious services are held at their homes until they shall be able to build a church in their own settlement.

Every evening, during the fast, the family at my boarding place knelt down and the grandfather read prayers while the rest made the responses. The prayers are short and it is a matter of pride with them to repeat a large number. On one occasion as I knelt—as I always did at the family devotions—the exercises were unusually tedious, so I fell asleep and was mildly reproved therefor by the good old grandmother, who informed me that they had read and responded to 237 prayers and that I had slept through most of them.

The mode of courtship and marriage among these people is wholly different from our American customs. There is no "falling in love," or courting, or other nonsense. The whole affair is managed by the friends of the parties concerned. When a young Russo-German sees a girl whom he wishes to marry he makes no advances toward forming her acquaintance, but sends a friend, who presents his case to the girl and her family. The friend discourses of his good looks, his worldly prospects and the amount of his possessions. If the girl and her family are willing they in turn inform him of the amount of her dowry, which is usually a cow and articles of household use. These preliminaries being arranged the couple are married, at once, and frequently without having exchanged more than a word with each other.

One incident that came under my own observation while at Dakem was that of a young girl who had been in service at Bismarck and who came down on a visit to her parents. A young man in the settlement heard of her arrival, and, although he had never seen her, at once sent a friend to propose marriage. The offer of the young man proved satisfactory, but the family demurred because, having lost their crop of flax the previous fall, they were unable to give their daughter a cow, to which all brides are entitled. The young man came himself next day to say he would marry her anyway and wait a year for the cow. The day after this, they went to Eureka and were married at the church. It is seldom that these business-like overtures of marriage are rejected by the girl or her family. But when this does occasionally happen, strange to say, the would-be bridegroom feels no ill-will toward the girl, but all his dissatisfaction is directed toward the friend who managed his side of the affair, as he believes that had his own merit and the ad-

vantages of the union been fairly represented to the girl the result would have been different.

Interested in my school work, the two months soon sped away. The closing day of school was observed by pleasing exercises by the children and their parents also took part in it. I parted with the children with regret, for they had become greatly attached to me.

Nothing was now left for me to do but to draw my salary and pay my board bill. No contract had been made as to the amount I should pay for my board. I supposed it would be the usual monthly charge of \$10 which teachers in country districts expect to pay. But I was greatly surprised to find they had kept an itemized account of expenses; and had counted every potato I had eaten and every cup of milk I had drank. My board bill, in the preparation of which all the family had assisted, was a document so unique that I have preserved it. Here it is, translated:

SCHOOL TEACHER'S BOARD BILL, TWO MONTHS.

Sleeping in bed two months.....	\$3.00
Riding to school behind horse two months.....	3.00
Eating 57 potatoes at 1 cent each.....	57
10 quarts of sauerkraut at 10 cents.....	1.00
17 pounds pork at 12 1/2 cents.....	2.12
4 loaves of bread at 25 cents.....	1.00
Drinking 108 cups of milk at 1 cent a cup.....	1.08
ALL.....	\$11.76

I was greatly dismayed by this formidable list of eatables that I had consumed, and was in no wise comforted by my conscientious landlady's assurance that she had not charged for the full amount, because what was left on my plate was always given to the pigs and chickens and was a clear gain to themselves. But I paid this bill cheerfully, bade my kind entertainers adieu and embarked in an ox-team for the stage station and soon reached my Bismarck home, none the worse for two months' isolation in "Little Russia."

A UNIVERSAL LANGUAGE.

The notion of the universal language is an attractive one, and has been for generations. As other forms of internationalism take definite shape, as the nations are more and more brought together by the improved means of communication, as their representatives meet year after year in congresses and conferences political, humanitarian and religious, the desire seems to grow for a universal medium for the communication of ideas. At more than one recent international congress it has been impossible for the delegates to understand each other, and their proceedings have been much hampered, and the value of the results accomplished has been sensibly diminished by the lack of some means of easy intercommunication.

Within a dozen years past no less than ten different attempts have been made to manufacture a universal language. Among these are Steiner's "Pasilingua," Menet's "Langue Universelle," Landa's "Kosmos," Esperanto's "International Language" and Schleyer's Volapuk. We are told that there are a thousand teachers of Volapuk—mostly in Germany; 200 societies devoted to its extension and two reviews published in the language.

The trouble with Volapuk, as with every other of the manufactured languages, lies in the very fact that it is made to order—that it is a manufactured product, not a natural growth. It is also a clumsy language, hard to pronounce, full of German idioms and inverted constructions and totally unfit for general use outside of the Teutonic nations.

Perhaps as good a plan as any for the adoption of a universal language is one proposed by Mr. Maltus Questell Holyoake of England. It is simple enough, if it could only be adopted. His idea is that a conference of the Ministers of Education of all the leading nations should be held, and that they should agree upon some one of the

living languages as a language for universal use, to be taught, in addition to the vernacular, in the schools of every nation. Of course the obstacle to such a plan is plain. The ministers could not agree. Each would want his own language adopted as the universal one. Mr. Holyoake is frank enough to tell us, in the current number of the *Cosmopolitan Magazine*, that he has received little encouragement from prominent men for his scheme; but he does not yet give it up.

If we count by majorities, English is the most nearly universal language now in the world. It is spoken on every continent. It is the sole language in Australia, the principle one by an immense majority in North America, and is more used in Africa than any other. It is the vernacular of more than 100,000,000 of people. The only tongue that approaches it in the geographical extent of its use is the Spanish. A hundred years ago there were only 15,000,000 English speaking people; a hundred years hence, at the present rate of increase, there will probably be 750,000,000. More than half of the newspapers and periodicals in the world are published in English. It is the general medium of telegraphic communication. Its use is growing and expanding every year. If its spelling were simplified it would be probably the easiest language in the world to learn. If there ever is a universal language it is more likely to be English than any other.—*N. Y. Press.*

RACING ON SUMMIT AVENUE.

This is a realistic age;
Actual facts are all the rage.
The muse enveloped in a cloud
Is very seldom read aloud.

My Pegasus shall have no wings—
They are such very awkward things—
Just be a horse of earthly breed,
A handsome and a useful steed.

To Summit let us quickly hie,
That is the street now, by the bye,
Where, when the sleighing is fairly good,
You'll meet or pass St. Paul's blue blood.

We do not wish to be unkind,
But who is this drives up behind?
His moustache is in perfect curl,
And that, no doubt, is his best girl.

The boots upon his horse, you know,
Would indicate that he could go.
He chirrup softly to his steed
And thinks to quickly take the lead.

No, sir, I fear you can't go by,
But it will do no harm to try.
The horses now are just abreast,
And each one does his level best.

Don't mind the pelting of the snow,
Just hold your hat or it will go.
There, Dick, again you've fairly won.
Who says that racing isn't fun?

IDA SEXTON SEARLS.

VIOLETS.

Violets, my violets
That come before the spring,
Before the sycamore has bloomed
Or birds are tuned to sing,
Or greens to show, save mistletoe,
That winter trains to cling;—

You bind me to a worship sweet;
Not that you come alone
And coyly beckon at my feet
To call you for my own—
But love and you together grew,
When first my love was known.

Violets, my violets,
Fresh-blooming in the fall,
When sycamore is white and bare
And birds nor coo nor call,
When mistletoe again doth show
The one green thing of all;—

I treasure you, my purple hue,
My constants 'mid decay,
Not that you bloom the latest, too,
As first ones to be gay—
But, my love true she loveth you,
And where she loves I may.

L. A. OSBORNE.



"PAST AND PRESENT."—From a drawing by Joseph Nash, R. I.

"At many points throughout the world the progressive present comes into sharp contrast with the uncivilized methods which are being pushed into the past. In no place is this more noticeable than on the North Shore of Lake Superior, or the Saulte Ste. Marie River, where the Indian may still be seen in his birch-canoe, gazing in wonder at the steamships as they dash past."—*London Graphic*.

GO WEST, YOUNG MAN, AND GET A FARM.

Farming in the Puget Sound Valleys.

Farming or ranching is conducted in the Puget Sound Country as it is in no other portion of our land.

The old Puget Sound rancher was a creation of necessity, and the trite and true saying that necessity is the mother of invention was never more fully called out than in the history and experience of those old pioneers who, drifting out of California mining districts, found their way into British Columbia where the *ignis fatuus* gold bug led them, thence following the instincts of all men of a love for the mother country, slowly fought their way back into the Northwest Territories, some drifting with the waters of the Sound, others down the rivers from the mountains, through fertile valleys surrounded on hillside and upland with that dense and majestic timber belt seen nowhere in America but on the Pacific Coast, and which with the prolific valleys is making history in the building of the young Evergreen State.

Settling here and there wherever accident, necessity or visions of growing wealth prompted, these early pioneers became the fathers of agriculture in this new world. The choice of lands was always "water front" even as to-day the new settler wants free access to the highways of our interior civilization—the water courses.

Following in the footsteps of these first settlers came the lumbermen. While the rancher was clearing his land and harvesting his produce his neighbor the logger was sending down that which was to bring into the country the means for buying all the rancher could provide for the sustenance of man and beast. Together and inseparably these two industries worked, prospered, settled the country, made farms, mills, towns and cities which to-day are calling for more produce than the Sound country can supply and to provide which the ranchers are annually bringing into cultivation new areas of those rich lands.

The Puget Sound rancher is not the incessant toiler his brother farmer back East is. Once his redeemed tide lands or cleared valleys are in cultivation he lives in comparative ease and harvests his crops with unfailing regularity and peace of mind. If he puts oats in his "tide lands" year after year he will harvest from seventy-five to one hundred bushels per acre (his estimates however are given in tons) without fear of blight or frost or hail or drought. If he wants hay from his valleys he drives his cattle off them in the spring for three or four months, cuts three or four ton per acre and turns his stock on again to thrive on grass the remainder of the year. If he wants to facilitate their fattening or dairy products he feeds vegetables while his brother of the Mississippi Valley or New England is fighting zero weather with corn. If he was a prudent and far-seeing man he has apples, pears, prunes, plums, cherries and small fruits enough and to spare. If his wife is of a domestic and frugal nature she will have vegetables and poultry in abundance. Her city patrons must pay her twenty-five cents per pound for Thanksgiving turkey and equally as much for all dairy and poultry products.

The winter rains commence in November or December and there is a season of umbrellas and rubber boots, but no fur coats or hardcoal fires.

I would not have it understood that the Puget Sound rancher has no trials or grievances or that he is always the happy, contented or prosperous man we might expect to find him. That is not human nature. If he has a big yield of hops, hay or oats he may hold too long or sell too quick. Then again he is susceptible to the same

ills that all human flesh is heir to. To be successful he must use the same industry, frugality and judgment that his Eastern brother does, but he has the advantage of surer crops, larger yield, better prices and milder climate. He has the disadvantage of poorer roads, less social privileges and more dismal winter weather, though it be far less severe.

I have not said as much as I would like about the "old settler" because as a rule he is abundantly able to take care of himself. I shall trust to a further opportunity of giving him credit for his past work while illustrating his ups and downs. The work of the new settler is to us of more consideration. The man who would make a farm on Puget Sound must be young, strong and brave. If he takes up a new claim he will be able to reach it only by pony trail or boat. If he selects wisely he will choose or purchase relinquishment on some tract combining good agricultural land (valley) and timber—usually upland, as the chances are favorable for his selling his timber, after acquiring title, for sufficient to put his valley land in cultivation and his upland, when the timber is removed, into pasture and fruits. If he should not sell his timber it is constantly increasing in value and keeping it is only equivalent to a good bank account later on. His first step is to get up a house and make a clearing where he can put in vegetables and fruit for his own use. He will find clearing his land slow, hard work and he will require assistance to accomplish much, which, if he has ready money is easily obtained, and if he has not it can be earned by work on neighboring places or down-river logging camps. As a very few acres cultivated land will go a long ways in producing, he will soon find market for his surplus which, turned into additional clearing from year to year, will enable the thrifty man to show his visitor a forty acre field, in itself an independence. He can now improve his buildings, increase his stock, educate his growing family, pay more attention to fruits, hops, poultry, dairy, bees, or any specialty to which he takes a fancy, and all of which are profitable.

By the time he acquires title from the Government he will have close neighbors, lumber industries coming nearer, improved roads, growing markets, schools, churches, etc., all of which come fast in a new country. The timber and mines bring in the railroads and the railroads a rapid development all about.

The Puget Sound Country is old and new—old in settlement and new in development. Railroads have brought it new life and new people. There are still many thousand acres of unsurveyed and unopened timber and agricultural land in the State which the Government must open for settlement.

As we learn to look upon the products of the soil as the true source of wealth we take a closer interest in the welfare of the rancher and encourage his varied industries in every legitimate manner. My observations come from close contact with this life, and while a short letter must of necessity be too general in character to prove of much value, any definite information I can give my Eastern friends will afford me pleasure.

H. ROTHSCHILD.

Seattle, Nov. 28, 1892.

Oregon and Washington Compared With California.

H. S. Lyman writes to the Portland *Oregonian*: Twenty-five years ago Horace Greeley made the prediction that in 1900 California would have 3,000,000 inhabitants and Oregon 1,000,000. Little more than seven years of the specified time remains, and neither California nor Oregon have half the number anticipated. California will do well if she has 1,500,000, having increased only about 25 per cent between 1880 and 1890. Oregon, having grown at the rate of about 90 per

cent in the last decade, may have half a million in 1900.

It was not, however, to call attention to Greeley's rash prophesying nor to make any rash prophesying of my own that the above was noted and commented upon. It was rather to call attention to the fact that California is not holding such an exclusive place on the Pacific as in 1868, and that the North Pacific States are fast coming to an equality with the South Pacific. Then it was a most natural thing for the foremost American journalist to make California three times as big as Oregon, and to overlook Washington and Idaho altogether.

Now, however, the quarter of a million square miles north of the Siskiyou and Granite mountains divide are almost equal in population to the quarter of a million square miles south of this. California, Nevada and Arizona do not greatly overbalance Oregon, Washington, Idaho and the west half of Montana. In the city of San Francisco the southern section has a population that could outrate all the cities of the North Pacific region; but in the number of thriving towns and villages, and in the general spread of rural population the northern section is superior.

In prospective developments, too, the northern group is much the superior. Here are forests and coal fields and fisheries, while there these hardly exist. Here are mines of copper, lead, silver and nickel superior to theirs. Here, too, are greater rivers and waterpowers, and here the grains, grasses and temperate vegetables and fruit grow in greater luxuriance, with less expense and more certainty. Greater varieties in climate, moisture and location are found in the northern section. Population, moreover, seems to tend to settle densest in the northerly latitude, as is seen in the Atlantic States and in Europe. The white races, at least, flourish best and maintain their moral vigor most in a land where there is something of frost and snow.

As if recognizing the greater value of the northern section, it is into this that the great transportation lines are building their roads. California has one system, the Southern Pacific; Oregon and the northern group have three, with a fourth just completed, and a fifth on the way, and with a sixth, the Canadian line, just on the border. It is to our forests, mines, grain fields and harbors that these roads are coming, because here is the scope, with the materials to carry on the industries of Pennsylvania, New York and Ohio. It would not be generous or just—perhaps not very safe—to belittle California and the southern group, but one cannot but be struck with the feeling that there is something trivial and dilettante about many of the things they are going into down there, to consider these as the basis of industry and wealth. Semi-tropical fruits and wine and brandy do not make business, as hay, cattle, grain, fish and lumber do. Something idle and volatile, too, and many things vicious and mischievous in method of labor and society are usually found in a country where many go to live easily, rather than to work earnestly. It may not be quite true, but I think it is nearly so, that it will be those who are "on the make," and expect to do something, who will seek the sterner, but really more opulent North; while it is those who wish to spend, to relax or lie by, that choose the softer, but really less generous, South. The North will, as ever, be the land of work; the land of great industries, of large endeavors. This will make it the land of the better social development, of a better civil order, and particularly a land of homes and farms. The south part will, as ever, be more liable to the enticements of absentee ownership and landlordism—the proprietor class seeking to divide themselves from the laborers, and introducing a special class of laborers who are socially beneath

them—Chinese, Italians, etc. This is not conducive either to population or prosperity.

It may, therefore, be said that the idea of twenty-five years ago, that California and the south group held the future of the Pacific slope, and that the northern group was to be auxiliary, is being reversed. The great population and the center of industry will be north of the Siskiyou. It may be many years before any of our northern cities exceed San Francisco, but we have twenty towns, and there will soon be a hundred of them, that will be important cities in point of population and urban conveniences.

The Climate of Puget Sound.

Chas. Prosch, a veteran Seattle journalist, writes as follows in the *Post-Intelligencer*:

"Now is the winter of our discontent," quotes the chronic weather grumbler on the first appearance of our autumnal rains. Straightway he is ready to avouch, as I have recently heard him on the street and elsewhere, that "the sun will not again be seen for six months; that it will rain without intermission during all of that period; that, in short, the winters of Puget Sound have not a redeeming feature; that they are seasons of pure and unadulterated rain and mud," etc., etc. I have heard people who have not lived here six months make just such assertions; they have heard before coming here, that instead of ice and snow and slush and cyclones we have a rainy season and take it for granted that it must be characterized by an uninterrupted downpour from the clouds. They harbor and nurse the delusion until they are convinced that our winter is dark and drear and wet, without a ray of sunlight to dispel the gloom. Nothing could be farther from the truth. Many of the brightest days of the year are seen in the winter months.

It is true that we sometimes have, during the winter months, four or five consecutive days of gentle rains or mist, and these are often magnified by growlers into weeks of heavy showers. Judge Richard Osborn very soon perceived the difference between these mists and Eastern rains. While walking through one of our mists on a winter evening, shortly after his arrival here, he remarked to me:

"If you have such rains here as I have seen in Bloomington, Ill., they would sweep the houses down from the hillsides of Seattle."

So gentle are the rains here that they rarely cause a suspension of outdoor work. People clad in woollen clothing are often exposed to them for many hours without experiencing any discomfort, while teamsters and others are daily seen in their shirt sleeves working in the rain. By many old residents they are preferred to the heat and dust of summer, which is never so healthy a season as winter. Whatever may be its advantages, however, it is always a disagreeable season to weather grumblers.

Such people are like a certain deaf man who never had any weather to suit him. Whether it was good, bad or indifferent, he was always sure to find fault with it. One day a friend accosted him on the street and, after the usual greeting asked:

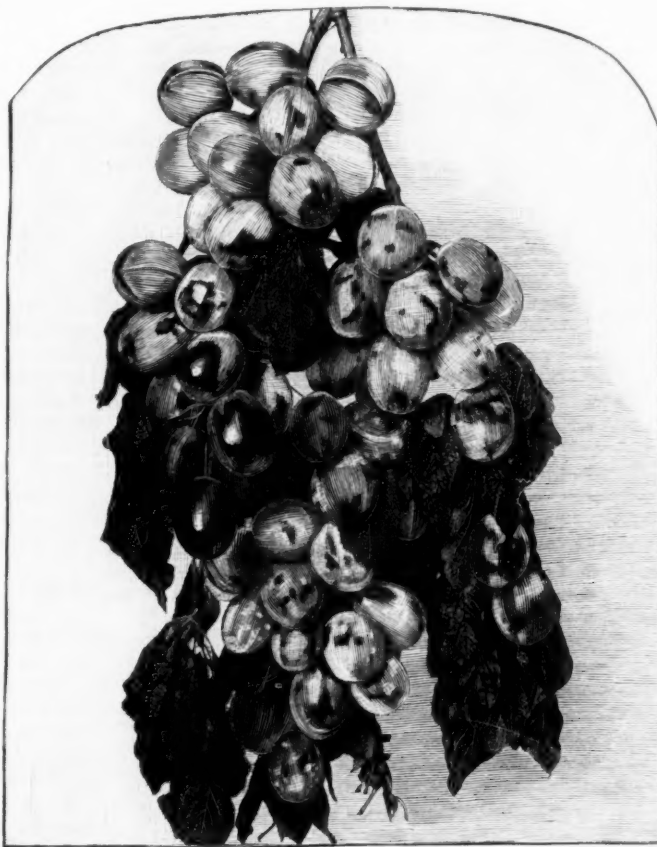
"How is your wife?"

"Damp, dirty and disagreeable," replied the deaf man, mistaking the query for a remark about the weather.

Much ignorance, not unmingled with prejudice and incredulity, existed abroad for many years in regard to the climate of this State. It was idle for intelligent residents, some of whom kept diaries and meteorological records, to assert that the most equable, pleasant and healthful climate on the globe was found on Puget Sound; few would credit it. Eastern people obstinately persisted in thinking that it ought and therefore must rain, hail, snow and freeze here the greater part of every year; such weather being the natural sequence of its high Northern latitude. A friend of the writer, while eating with evident enjoyment on a bright summer day, some fine plums grown on Puget Sound, said he could not credit the evidence of his senses; he had always thought this region buried in ice and snow nine months in the year. He was a native of Maine and here on a brief visit.

A sensible and cultured lady of Olympia

plants, vines, bushes, trees and flowers produce much larger quantities of blossoms, berries, seeds, fruits or nuts, than is usually borne by the same varieties of plants and bushes in Ontario, while in the East the growth of wood is generally greater than is the case here. Take the Manitoba red and choke cherry as an example. At this season of the year the woods are red and black with ripe cherries, as the trees usually grow together in groves. The same condition of things exist in seasons where Saskatoon blossoms have escaped frost, then for hundreds of miles along the rivers the woods are purple with ripe and luscious fruits. In autumn the thorn apples cover the hawthorns with large masses of red haws until the trees look like pyramids of fruit. In the oak woods acorns adorn the trees in clusters on every hand, no matter how small the oak may be. The cranberry bushes become loaded until the branches are threatened with destruction by the weight of clusters. The quantity of raspberries on vines in Manitoba is sometimes marvellous; the same may be said of currants and gooseberries when the bushes are taken care of. It will be noticed that flowering plants in this country become covered by an extraordinary profusions of blossoms. A comparison between the wild rose of Manitoba and the wild rose of Ontario will discover the truthfulness of this and the rule applies to nearly every variety of flowers, wild and cultivated. Even a potato field, when the vines are in blossom, becomes covered by flowers in a remarkable manner, and an acre or two of buckwheat presents a solid sheet of white when in blossom. With the different varieties of grain the case is the same, first the flowers, then the fruit in great abundance, and the cause may be traced to the extraordinary richness of the land of the country and the long, warm days of summer, with generally a sufficient and even a heavy rainfall. Perhaps the best proof of the correctness of these statements can be found where the hazel bushes cover the ground in the vicinity of the woods; there, in a good season, ripe nuts will be gathered in such quantities that grain bags can be filled and a wagon loaded in a few hours by two or three persons. Nature generally distributes her gifts according to the necessities of her creatures, and where a long Northern winter has to be provided



A BRANCH OF PLUMS FROM A FARM NEAR JULIAETTA, IDAHO.

heard, during the first few weeks of her residence there, so many conflicting and exaggerated statements concerning our climate that she resolved, for her own satisfaction, to keep a diary of the weather for six months, which embraced the wet season. Three times daily, morning, noon and night, she faithfully noted down the character of the weather. It was an ordinary winter, with the usual amount of rain, not an exceptional one, like some we have had in late years. This lady's diary showed that there had actually been more sunny than rainy days during that "horribly wet winter," as many of her acquaintances termed it. The grumblers were surprised and confounded when they saw the record. What was true of that winter is true of our most disagreeable seasons; they are never so bad as some people imagine them to be.

Manitoba Compared With Ontario.

The Pilot Mound, Manitoba, *Sentinel* says: It may have escaped the notice of some persons that in Manitoba, especially in favorable seasons,

for the riches of the summer are increased in proportion to the requirements of the cold season. In Manitoba there is grain, fruit, grass and cattle; in the far North the whole wealth is in the waters of the sea.

Revived Volcanoes.

Every now and then old Mt. Hood gets to smoking and that sets all Webfoot to speculating as to the prospects and probabilities of an active eruption some of these clear, bright days. From all reports Hood is not the only peak along the Cascade Range which does get on his smoking cap. The last issue of the Grant's Pass *Courier* has this to say about another lofty snow peak: "Mt. Pitt, an extinct volcano in the Cascades about sixty miles due east of Grant's Pass, is said to be smoking again. C. A. Woolfolk, who has been in sight of it recently, says the black smoke shoots straight up in large volumes from a snow-capped peak, and the sight is a grand one from one of the summits at the head of Bloody Run."



Jack's Story

BY JOSEPHINE WHEELOCK.

"Jack, what ails you?"

"Nothing; get out."

"I won't. There is something, and I know it. You eat no supper, and when you can't eat, Jack, my boy, something's to pay. Come, out with it. Are you lovesick or homesick? Does your head ache, or do you feel colicky after your ride?"

"Jack, you aren't in love, are you?" cried one of the boys from the tent.

"No," roared Jack. "Can't you let a fellow alone? I'm thinking."

I subsided and returned to my dish washing operations on the lake shore, remarking:

"Hush, boys, he's thinking."

"No! Impossible! Will he recover? Breathe lightly, fellows—Jack is thinking."

I glanced up at him now and then as he lay sprawled out on the bank above me, flat on his back, his head resting on his palms, and his blue eyes gazing into the not bluer expanse overhead. I have a great affection for Jack. We played together as youngsters, worried through college side by side, and have stuck together mostly ever since. He is a bright, handsome, winning young chap, as gentle as a girl, yet manly withal, a rare one in a football match, and not afraid to fight when the occasion demands. I got to thinking myself as I scrubbed the tin plates in the sand to dislodge the grease that would stick to them in spite of all the water with which I had deluged them. Soap would have done it, I've no doubt, but we had forgotten to bring soap, except one cake of Pears' toilet, and that did not seem to take hold, somehow.

Yes, Jack was in a state of depression over something, that was plain, and it was not exactly a new thing, either. I had noticed it for some time past. When some of the fellows proposed a hunt Jack had shown some enthusiasm, and particularly when Otter Tail County was sug-

gested. Jack knew all about Otter Tail County. He had been up there the year before—spent the whole summer among those thousand lakes. I never believed that thousand lake story of his until he showed me the statement in the geological survey that there are about that number in Otter Tail County. Jack had raved over their beauties. It had always seemed to me that the lakes about St. Paul and Minneapolis could not be beaten anywhere in Minnesota, but he was right; the Otter Tail scenery is a constant surprise and delight to one; the climate is superb and it is verily the Park Region of the Northwest.

We had pitched our tents on the green shore of one of three beautiful little lakes, joined like the links of a silver chain by the Red River of the North, which tumbles headlong into one of them from an incline almost steep enough for a cascade, and tumbles out again from another one in the same reckless fashion, in its haste to get down to Winnipeg before it freezes up. These three charming little lakes are designated collectively on the county plat book as "Lost Lake." Jack had told us the fishing here was marvelous, had promised us perfect wonders in the line of duck passes, and had himself, so he said, bagged two hundred prairie chickens in a day's shooting in the neighborhood.

I finished my dishes and carried them up to the tent. The boys were busy getting ready their guns, cartridges and game bags for an early start in the morning. They had a huge heap of brush waiting to be lighted as soon as the sun should set, and they had not long to wait, for the long last rays were slowly leaving the water, the woods and the distant hills to the embraces of the short, hazy September twilight.

Jolly Bob Tanner, the biggest man in the party, dropped about fourteen feet of tree he had hauled from the woods to reinforce our camp fire

and went up to Jack. His great figure made a shadow that stretched yard after yard behind him and finally lost itself in the woods beyond.

"Jack, you're a lazy duffer," he remarked. "Do you realize the fact that all day long you've practiced an inverted version of your dear Dr. Hale's famous recipe for right living that you are always quoting to us? You've looked down, not up, backward, not forward, in, not out, and you certainly have not 'lent a hand,' for the minute we got here you flopped down there like a bag of salt, and there you've stayed, and we've done all the work. Now come over here and tell us a story or I'll pitch you into the lake."

Jack seemed to realize the force of the threat, for presently he rolled over toward the now blazing brush heap and began to fill his pipe.

"All right, boys, I will tell you a story," he said, "and a true one, too. It happened while I was up here last summer, and only a few miles from this place."

We flattened ourselves into an expectant, smoking semicircle around Jack and the fire. The sun had disappeared, and the long shafts of gold and crimson in his wake were fast following, leaving the few thin clouds a rusty purple through the dusky haze of the early nightfall. The water was perfectly still, and the intermittent cries of a lonesome loon far out on the lake sounded strident and strangely near. Jack puffed away at his pipe silently until an impatient voice suggested that he "fire away."

"It is about a girl," he began. "I boarded at her father's house for a while last summer. My liver got out of kilter in some way, and the doctor advised me to stay out doors all summer, and as that was a medicine that I liked, I did it. I fell in with a couple of fellows who were trying to make an accurate survey of the Red River for a new plat book. They boarded at the Hargers, and took me there. There were the two old people, Ingomar, the daughter, about eighteen, and one son, a boy fourteen years old. John Harger was an educated Swede—had been a clergyman, but drank like a fish, which had undoubtedly been the cause of his coming to America and settling on a farm.

"He had been a farmer for nine years, and for the last four had been having a streak of luck—for four good crops in as many consecutive seasons is a streak of luck, they tell me. Two years before he had paid off his mortgages. He owned considerable good stock, and his farm buildings were all comfortable ones. His farm was small, all in wheat, and he wanted more land. Separated from his section by the Red River was a quarter section of rich, rolling prairie—the best wheat land in the world—belonging to an old Norwegian named Larson. Harger had always wanted that land, and his success had caused him to regard it as among the possibilities of the future. Larson was an old man, a poor farmer, and a most disreputable looking specimen of the genus homo. He lived in a wretched hut close by the river, all alone save for the company of a mangy cur which was always at his heels. There was something very repulsive about the man's face, even if one could overlook the squalor of his apparel. There was an odor of bad tobacco and worse whisky about him that could be detected almost before he appeared in sight, and his *tout ensemble* was altogether evil and unfriendly.

"The river was a delight to me, and I loved to row up stream until I was tired and then float back. Late one afternoon I rowed perhaps a mile and finding a convenient limb projecting out over the water I threw my boat chain around it, lighted my pipe, and stretched myself out for a rest. I lay a long time listening to the water noises, and the busy chattering of a family of finches. The parents were trying to induce the last aspiring chick of a family of five to leave the nest, and I had become completely absorbed in



"WE FLATTENED OURSELVES INTO AN EXPECTANT, SMOKING SEMICIRCLE AROUND JACK AND THE FIRE."

their efforts, when a crash through the underbrush startled them and me, and Larson and his dog appeared on the bank. I viewed him without speaking, and of course the birds vanished instantly. Perhaps that was why I felt such an annoyance at sight of him.

"Ay coam har to speak vlt you," he said.

"Did you, indeed," I said, politely.

"He stared at me as if wondering what my words meant.

"Ay vant jou to go vay froam har," he said.

"Jou bees a jung man, and Inga, he bees jung, too. Ay loaf Inga. His fader, he say Inga, he skall be ma vomans ven jou bees gone vay froam har. So, ay vant jou to go vay."

"It took time to digest his vile English, but when I did grasp his meaning I was speechless with amazement. Inga—any woman, in fact—marry that creature! But Inga, of all women!

"Inga no loaf jou," he went on. "He loaf anoder jung fallar. Vill jou leave har? Ay go to Fergus to-morrow; ay vill tak jou long."

"I couldn't help laughing. 'Are you crazy?' I asked.

"He snarled as a cross dog would. 'Ay am crazy—no,' he cried. 'Ay vill mak jou leave har—ay vill keel jou.'

"I was sitting in the end of the boat nearest the shore, not more than three feet from him. He sprang at me with an alacrity that was astonishing, considering his age, and I saw a knife which he had been holding behind him all the time. The boat veered a little as I instinctively dodged out of the reach of his arm, and the old reprobate, hardly touching it, went plunging into the water, probably the first time his old carcass had come in close contact with the fluid for years. I sat there and watched him flounder for a while, and then, seeing that he really was in danger of going under for good, I grudgingly pushed out an oar, to which he clung like a crab until he reached shallow water and waded ashore; and then, without a word or a look toward me, he disappeared in the bushes.

"I said nothing of the occurrence for a day or two, but I finally decided to explain the matter to Harger, for the old man was at the house continually, and I felt sure that the members of the family were entirely unaware of his dangerous character.

"Harger expressed very little surprise at my story, but seemed anxious to conciliate me toward the old man. 'Larson is bad—no,' he said in his slow, book English. 'He as a neighbor is kind and good—ever. A little quick, he is, but a very good man.'

"And that was all I could get out of him. I noticed, too, that his former pleasant attitude toward me had changed, and especially after a trip to Fergus, when he always imbibed too much whisky, I observed that he fairly glowered at me.

"I have not told you yet about Ingomar; they called her Inga most of the time. She was really beautiful. Her eyes were intensely, darkly blue, large and deep. Her skin was white, and so transparent that the blue veins showed in her temples. Her cheeks were dimpled and rosy, her teeth were even and white, and when she laughed they were two rows of pearl set round with ruby, so red were her lips. Her hair was not golden, nor yet brown; it was like copper with the sun shining on it. Her figure was the most perfect one I ever saw, and her dresses were neat and dainty cotton ones that always fitted her."

At this point in Jack's narrative I felt a sly dig in my ribs, first on one side and then on the other.

"She was busy from morning till night," went on Jack, unconscious of the by-play. "She milked all the cows, made the butter, did the cooking, and kept the house shining with cleanliness. I never saw her anything but cheerful, though her father always came home from town with a jug

of whisky in his wagon and enough in his stomach to make him belligerent and ugly, and her mother scolded and complained continually, though I learned to know as Inga seemed to, that it was more from the force of habit than from any other reason.

"The Sunday following my adventure with Larson, Inga was milking the cows when her father came slowly up through the pasture, his hands clasped at his back and his head bent, as if thinking deeply. He had been talking with Larson—I could see the latter scurrying off toward his hut, a blot on the fair scene. Harger stopped and let down the bars for Inga to pass through, a big pail of foaming milk in each of her hands. He followed her into the house and began to talk to her in their own language. I lay just outside, in the shadow of the house, smoking and reading, and my ear caught the repeated use of Larson's name and Inga's frightened, astonished tones. Both Inga and her father had an odd way of interlarding their mother tongue with English words and sometimes sentences, and I have often heard them carry on conversations, one talking Swedish and the other English. This was due, no doubt, to their constant study of the English tongue, which they took a just pride in speaking correctly. Harger talked at first very quietly and consistently in his own language, but Inga's responses seemed to excite him, for his tones soon grew violent and threatening. It was soon clear to me that Harger really meant to barter his daughter for the land he coveted. It seemed almost incredible, and yet to a Scandinavian the fact would not have excited much wonder. The children, especially the girls, are considered so much property. If they go out to service and earn money it belongs to the father as if it were the product of his own labor. He exacts blind obedience. When a girl marries, it is usually a mere matter of exchanging masters.

"Harger had taken pride in Inga's education. She had a natural love for books and he had fostered it. I do not suppose he had ever thought that some day her intelligence would be a stumbling block to him.

"'Father, no,' she said, 'I will not. I will die

before I will marry that bad man.' I heard an oath, a few foreign words, then a cruel, heavy blow, and a fall. I rushed inside, to find Inga lying quite still on the floor, and her father over her, his rage still upon him. He turned upon me with an enraged look.

"'See,' he said, 'You must leave here—go at once away. You it is who has made her so. She shall not ever see you again. Go now before she is awakened.'

"I started to go to her, but he stepped before me. 'I say go; she has fainted many times before. She shall see you not again.'

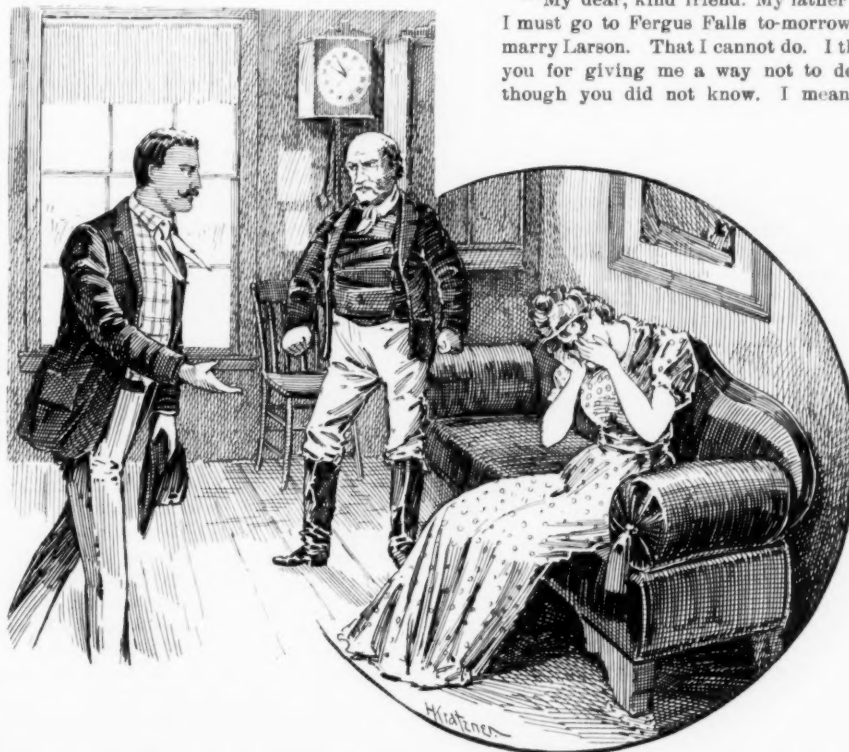
"I went upstairs to my room and packed my traps, taking as much time as possible, for I was determined I would speak to her before I went in some way, and yet I hadn't the least idea how to do it. I wrote her a note, telling her that I knew all about her trouble, and that I wanted to help her; that I would help her to go to St. Paul to my mother, who would always be her friend, and with whom she could have a home if she found it necessary to leave her father's house; that I should be in Fergus Falls for at least two weeks, and that a letter sent to me there would not fail to reach me. I then placed the note in my case of moths which I determined to leave for her. I had a fair collection and Inga had taken a great interest in them and in the way I had chloroformed and mounted them. I then locked the box, took my grip and went down stairs. Inga lay on the sofa, looking pale and sorrowful. Harger was beside her, evidently to prevent me from speaking to her alone. I paid no attention to his scowls but went directly up to Inga and took her hand.

"'Good-bye, Inga,' I said. 'I have left my case of moths upstairs for you to keep in memory of the good times we have had together here. Here is the key—good-bye.'

"She took it and tried to speak, but only a broken sound like a sob escaped her. I shall never forget the mournfulness of her when I attempted a smile, and the speaking terror in her beautiful eyes. Finally 'Good-bye' came faltering from her pale lips, and I went away, stopping only to give some directions about my traps.

"Two days after I took from the postoffice at Fergus Falls this letter"—and Jack unfolded a creased sheet of paper from his pocket-book:

"My dear, kind friend: My father says I must go to Fergus Falls to-morrow and marry Larson. That I cannot do. I thank you for giving me a way not to do so, though you did not know. I mean the



"I PAID NO ATTENTION TO HIS SCOWLS, BUT WENT DIRECTLY UP TO INGA AND TOOK HER HAND."

little bottle with the liquid by which you made the butterflies to die without pain. It was a gentle and pleasant way, I think, and I shall drink it to-night, and when you read this I shall be at rest forever. My father and my mother, they care not for myself, only for what I can do for them. My brother Peter, he will sorrow for me, for he loves me truly, and for him I regret to go. You only ever were to me gentle and kind. I send to you my love and my blessing, and I have a hope that somewhere in another world I shall again see you, where such troubles that come to us here are not. And now as I write I feel a great stillness in my heart, and I am only waiting for the time to be right, and so good-bye for the little time yet in the world, and feel not sorrow but gladness for poor Inga.

"How her eyes haunted me that day, and they do yet. I see them constantly in the clouds and in my dreams, and in the eyes of the people I look at, and I know that I might have saved her—if I had only known.

"I stood like a man in a dream and watched John Harger push a pine coffin into his wagon box, backed up to the door of a furniture store across the way. I crossed over and held the letter out to him. 'Is it true?' I asked. 'Is Inga dead?'

"He took the letter eagerly, and his eyes were full of tears as he read it. His hands shook and his eyes had the same despair and pain that Inga's had that last day. 'Yes, yes,' he said, 'My Inga is dead; my girl Inga, she is dead. Her father was the one who drove her to die. Come home with me, will you, please,' and he laid his hand beseechingly on my arm. 'She cared much for you.'

"I went and helped them bury Inga, and all the time and ever since, though I went home and tried to forget the whole affair, her sigh and her laugh, her quaint, slow, tripping speech, and most of all, her beautiful eyes, have haunted me; and I did not know then as I do now and did as soon as it was too late, that it was her surroundings, her humble station in life, the feeling that I was of finer fibre than that beautiful girl, that made me almost her murderer."

Jack stopped abruptly, and puffed hard at his pipe. The fire was down and the loon had found its mate and gone to rest. I put my hand on Jack's shoulder. "Don't, Jack. You aren't fair to yourself. You did not love Inga enough to save her the way you mean. Let him who knows speak. When a man falls in love—he knows it."

THE HEAD OF SULTAN RIVER.

"At the summit of Marble Pass, in the Stillaguamish Mountains," said a returned prospector to a reporter of the Everett, Wash., *Herald*, "a magnificent view is presented. The deep ravines that have been passed are filled with snow, which through the winter comes down the mountain sides in destructive avalanches. At the base of the mountains, nestling among the towering cliffs, is a pretty little sheet of water known as Cooper Lake, half a mile long by a quarter of a mile wide, from which flows Williamson Creek. This is really the head of Sultan River. In examining the water of the lake one is impressed with its distinct green color and its peculiar mineral flavor. The lake is fed by a glacier, which is apparently half a mile long and probably 300 feet deep. As the stream flows out of the basin it has a sweep fall over a rocky bed, and the white foam of the dashing water makes its course easily traceable by the eye of the observer standing on the summit of Marble Pass. Little Chief Mountain is on the left across the valley. To the right the eye covers a beautiful range of country, extending for 22 miles to the Skikomish River. Off to the south the clouds may be seen hovering over Puget Sound."



SUNSET IN DAKOTA.

The yellow light of the evening lies
At the feet of the dying day;
The rosy tints of the sunny hours
Have faded in mists away.

The stars gleam forth from the quiet skies,
Like tears in a gopher's eye,
And the pale moon hangs in the dimpled east,
Like a pancake in the sky.

The corn stands tall on the fertile plains—
First fruits of the virgin soil—
And the waving grain on the rolling hills
Is waiting the reaper's toil.

The lonely horse on the picket line,
Neighs shrill as his comrades pass;
The cattle range through the coolies wide
Knee deep in the prairie grass.

Hushed and still are the jubilant sounds
Of meadow and schoolboy larks;
The farmer rests by his lignite fire
And the watchdog gayly barks.

The bullfrog's eyes in his covert wet
Shine bright as the falling dew,
And his notes of discord, in accents harsh,
Hop out from the grassy slough.

Here are Government claims, unclaimed as yet,
And the men who shall file on them first
Will find both fortune and friends thereby;
The bullfrog must speak or burst:

And the words he is pumping with labored breath
From the depths of his swelling chest—
Words fraught with the wisdom of sages old—
Are these: "Come West, young man, come West!"

JESSAMINE S. SLAUGHTER.

Bismarck, N. D.

He Still Lived.

One of our Ilwaco boys, tired of baching it, had just proposed.

"No," she said, promptly and firmly.

He put on a private theatrical air. "You have crushed the life out of me at one blow," he said hoarsely.

"Oh, I guess not," she replied.

"Ah, but you do not know," he insisted.

"You have killed me—killed me!"

"Well, if I have," she remarked coolly, "you must be a cat, for I know seven other girls who have done the same thing, and you are not dead yet. You've got one more chance."

Silence reigned supreme a few minutes, when he said,

"Is that so? well, let's waltz." And they waltzed.—*Ilwaco (Wash.) Journal*.

Beer in the Barn.

A lawyer who takes the *Record* and a bottle of beer before breakfast, lives in Grand Forks and likes it. A physician advised him to take the *Record* and he takes the beer to ease his conscience. His wife doesn't believe in beer, and he keeps a case in the barn, hid in the horse manger, and each morning before the oatmeal is tender enough to eat he goes out and drinks to the continuance of prosperity to himself and horse, who watches him out of his left eye in a nervous manner, as the cork has hit him on several occasions. Now, the lady of the house had suspicions that some kind of an egg sucking game was going on in the barn, and had asked questions, and the answers had been fumbled and her suspicions had been increased like the salary of a hired girl on the approach of Christmas. One morning she followed the lawyer, her husband, to the barn. The bottle was being ele-

vated, it was high up and no chance for escape seemed possible; the horse's head was also in the air, being on the lookout for corks, when his head was grasped, mouth forced open, the neck of the bottle inserted and one quart of blue ribbon Milwaukee essence of barley and other minerals took the usual course of oats and hay. 'Twas well.—*Grafton (N. D.) Record*.

An Editor in Love.

Editor Dunlap of the Valley City *Times-Record* has been getting married; at least the *Gazette* supposes he has, for this is what he says in the last issue of his paper: "The *Times-Record* may not be as interesting as usual this week, but the editor expects to get married next Monday and a man who is in love never was worth a 'cuss' around a printshop—anyhow." Miss Mary Guyon is the name of the young lady who so diverted the young man's attention from his "print shop," and the congratulations of the fraternity will be extended to Mr. and Mrs. Dunlap.—*Lisbon (N. D.) Gazette*.

A Story by One of the Twins.

One of our Pacific County twins was at a social gathering the other evening, when the cheerful subject of death came under discussion, and a lady present asked him:

"Do you think animals fear death very much?"

"I know they do. I know of a remarkable case right in point," replied the twin.

"Let us hear it."

"I was coming through the woods, when I perceived a black object on a limb, about forty feet from the ground. I crawled up and perceived that it was a crow. The bird did not perceive my approach until I was within thirty feet of it. The crow then caught a glance of me, and trembled all over. I brought my gun to bear on it, but at first I could not see where it was."

"It had become frightened and had flown away."

"No, its feathers had turned snow white with fear."—*Ilwaco (Wash.) Journal*.

A Rival to Keeley.

"Talkin' 'bout snakes," said the Old Fossil as he backed away from the bar to make room for a couple of Kentucky drummers, "I've seen snakes, and had snakes of all kinds, but—thanks, I'll take a little Hostetter's; well, here's lookin' at you. Now, drinkin' this bitters an' talkin' of snakes puts me in mind of a story 'way long back in the seventies. I was workin' at placer minin' in W— Gulch, over in Meagher County. 'Twasn't much of a place, only just a few cabins an' a store, saloon an' post office, all in one. Well, the old feller what run the shebang was a purty good man, but he did just punish old Booze in great shape and he kept a good stock on hand too. Bymby it begin to git the best of Old Joe—that's what we called him—and he kinder begin to let up a little an' begin to take a few glasses of this here bitters between drinks. One summer evenin' when Harvey Means an' me was comin' up from the cabin we run across the biggest darn rattlesnake I ever seen; guess he must have bin five feet long. After we killed him Harvey says to me; 'Let's take him up and scare Uncle Joe a little.' A lot of the boys was sittin' round the store smokin' when we come up, so we just took Mr. Rattler, curled him up natural like an' put his head under a log so he'd look alive. Harvey laid down careless like 'longside the snake. I sit purty near on top of him an' the rest of the boys distributed themselves round to wait developments. Purty soon Uncle Joe come out and was carryin' about as much bug juice as he could hold. First thing his eyes lit on was the snake, an' he give a yell like a Sioux Injun; 'Look out for that rattler.' 'Whar is he?' says Harvey risin' up on his elbow an' throwin' one

hand careless like over the snake: "There, under your arm. Look out!" yelled Uncle Joe, an' he begin to dance a can-can an' look for a club.

"They ain't no snake there," says Harvey. Then the rest of the boys looked, shook their heads, an' begin to edge away from Uncle Joe's neighborhood like they was scared he'd bite 'em. Well, sir, you never see such a change in a man in your life; he just wilted and begin to shake like he had fits; then he turned an' kinder stumbled into the bar. I tell you we was scared for fear we'd gone too fur with it. Harvey took the snake and threw him down an old shaft, and laid down again. I went in after Uncle Joe, not knowin' what he would do. Well, he finally got in behind the bar, more like a dead man than a live one, an' the first thing he got holt of was a bottle of bitters; he filled a glass of it and managed to swallow it, then he took another an' another. By that time he was feelin' better an' begin to look round for snakes, and not-seein' any, he started for the door, an' the first thing he looked for was the snake. It war'n't there, an' if ever you seen a tickled man in your life it was him. He just danced for joy, he drewed a breath of relief as long as a clothes line, an' then he says, 'Jee Whizz, I tell you, boys, that Hostetter's is the greatest medicine on earth, bar nothing. I'll never drink anything else as long as I live. Holy smoke! But I thought I was gone; but them 'ere bitters just pulled me through,' an' he never did drink anything either, after that; but I was always afraid to tell him the truth 'bout that snake for fear the shock might kill him, or, what was more likely, he would kill some of us."—*Butte Bystander*.

Moral Courage in a Barber Shop.

Reflecting upon the beauty of moral courage, recently, I entered one of Spokane's best known tonsorial joints, and dropped into the first vacant chair. It was presided over by a sweet-scented bandit, whose face was not familiar to me, and, as I took it, I heard a fellow workman whisper to him, "Brunz."

Now I happened to know, by the merest chance, that "Brunz"—a distinctively German product, seldom heard, until recently, outside of continental barber shops—means "he tips;" and I exulted inwardly at the effect I knew it would have upon the servile miscreant into whose hands I had fallen. A "hair cut and shave," I said, languidly, throwing myself back into a chair.

"All right, sir," was the deferential reply.

"A light for your cigar, sir?"

I accept the proffered light.

"Pretty short over the ears, sir?" he asks.

"If you please."

"A nice day, sir, isn't it?"

"Rather chilly."

"Yes, sir, that is a fact, it is rather chilly.

Hair banged, sir?"

"Decidedly not."

"You brush it forward over the ears, don't you sir?"

"Slightly."

"Guess I'll round it a little; I think it looks better that way."

"All right."

"Goin' to the masquerade ball, sir?"

"No."

"Pretty close in the neck, sir?"

"Rather."

"Better shave it a little on the sides, hadn't I, sir?"

"If you think best."

"Do you think the Clark swipe will be defeated, sir?"

"Most assuredly."

"Shall I take out those little hairs in the ears, sir?"

"Perhaps you'd better."

"There, look in the glass, sir." Holds hand-

glass so that I can see a reflection of my back hair in the mirror in front of me. "How's that, sir?"

"About right, I guess."

"You don't want it any shorter, do you, sir?"

"No."

"Now throw your head a little further back, please. Is that comfortable, sir?"

"Quite so."

"A damp towel on your head, sir?"

"Yes."

"Shave close, sir?"

"No, once over is sufficient."

"Ah!"—critically examining my face in the region of my eyes—"One or two pin-heads, I see, sir."—Borrows a watch-key from a fellow-workman, and carefully removes pin-heads.

"You have a very stiff beard, sir."

"So I've been told."

"Yes sir; and your face is very tender, too,—blood right near the surface."

"A bad combination."

"Yes, and I'll apply some of our velvet cream, when I get through,—it's a fine thing for the skin."

"Thanks."

"Razor pull any, sir?"

"Not much."

"It's my best one, I just put it in order. There's a great difference in razors, sir."

"I imagine so."

"Yes, indeed, sir. Oh! there's a hair growing under the skin." Produces a diminutive pair of tweezers, and extracts offending filament. "See that, sir," triumphantly presenting hair for my inspection. "It was a good thing I discovered that, sir."

"Quite so."

"Hot or cold water, sir?"

"Cold."

"A little bay rum, sir? I keep some on purpose for tender faces."

"Thanks."

"There!" Having dried my face, he anoints it with an alleged demulcent. "That's the velvet cream I spoke about. Perhaps you would like a bottle of it, sir?"

"No, thanks."

"It feels refreshing, doesn't it, sir?" wielding a large palm leaf fan within a few inches of my nose, and gently stroking the latter with his hand.

"Quite so."

"I'd better trim the ends a little, I guess, hadn't I?" referring to my moustache.

"Perhaps you had."

"Some brilliantine, sir?"

"If you please."

"Shall I roll it, sir?"

"Yes, I guess so."

My moustache duly rolled and annointed, he removes the towel from my head, gently forces me into an upright position, carefully parts my hair, combs my eyebrows, tones down the powder on my face with the end of a towel, and surveying me critically, says, "There, sir!" in a tone clearly implying that tonsorial art is powerless to do more for me. He then, with a graceful flourish, removes the huge apron which has encompassed me and permits me to rise. I do so with the languid air of a man who has both time and money to spare; and while the knight of the shears hovers anxiously around me, a whisk-broom in one hand and a fresh light for my cigar in the other, I leisurely arrange my neckwear at a convenient mirror. And then,—how often have I gone this far and then weakened!—I hand him half a dollar, my score being forty cents. Casting a hungry glance at me, he makes a hasty trip to a neighboring cash drawer, returning with two nickels in his itching palm! The decisive moment has arrived! I—well, I slowly and deliberately take the coins from his out-

stretched hand and go my way. Does history, I would ask, record a more noteworthy instance of masculine moral courage?—*Spokane Chronicle*.

Adventures of Mr. Kanoot—by Himself.

YAMESTOWN, Nord Dakota, December 3rd.

Meester NORD VESTERN MAKAZEEN,

By San Pol, Mansota.

Yentlemen:

Ay greet yous fallers. Ay tank Ay lak pooty vell 2 rite latter 2 San Pol Makazeen and see photygraf ov de sam een yous wallable coolums. Ay bate fore \$ Ay coom over bay das coontry tree yare an ateen mont behind naxt 4t ov Yuly. Ay tank so, bay tunder. Ay haw pooty gude tame een Noo Jork ven Ay coom bay Cassel Yarden. Ay haw may plenta panga an Ay blow maysalf lak hale. Ay tank Ay see letta bloo box on talgref pole an tote Ay yust dropping neekle een slot an yet may soomtang pooty yude. Vell, Ay no got anny tang, an Ay ast a man hoo is das peesness an she tal may das is post office. Dan Ay poot een 2 sants for postad stamp, an, bay Yeerooslum, Ay no got anny tang but 0. Da caint foolis may vert cent. Ay no lak das bitzness. Vell, dan Ay foller ralrode trains 2 Meen-yaplis Mansota, vere Ay hare Ay cain yet yude job 4 teen-half day an eet mysalf vorking on ralrode. Ay find may no yob an Ay quit to San Pol. Ay no lak Meenaplis; she no lak me. Ay tank Ay yo to Yim Heel's ralrode ofus an yet may yude yob shoveling day-lite in basement 4 forty \$ mont an no eet anny tang. Ay no haw apptite 2 stay bay Yeem mooch for she no lak may. She stop may pay an Ay yet mad an queet. Ay swally plenta alkohol an Ay red-paint erytang een town. Master conducter, who vares brass boot-ins an teeket on hees cote, coom een control wagon an 2 horse and take may for nace letta ride oop to bordin hous. Ay yess da lake ma pooty vell, for de yudge she say Ay can yo out 2 Komo for visit. An Ay tank Ay ant dun anny-tang sance. Tirty days later Ay vent me to Dakota. Ay mak may plenta panga vorking on harvus feelled for Pete Yonson. Ay vork for Pete 18 monts, von vinter.

Ay tank Av tak may panga an buy may letta farmstead tree squat claim bay Yimtown an Ay yet marry to Teena Kettleison, who has ben marry toor tree tames. She hav beg famby ov tirteen boys; tree ov dam ees girls.

Dan Ay tank Ay haw, beside may vife, von peeg, tree cows, and von gentleman cow, too oxen, von calf an sum cattle. Ay bate 4 \$ Ay haw pooty yude stock farmstead. Done yous tank so?

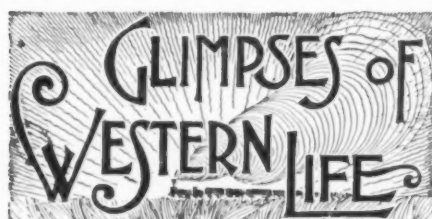
Ay haf letta river mit vatter who is 2 \$ and half deep. Ay var pooting shangles on may roof las vinter, ven Ay slip, an falling on groun, Ay brak my leg; boot Ay vas cooming down annyway 2 get soom nails, so das a'ret. Ay haw pooty beeg run-off bay my horses las week. Ay vas cooming oop mountain har an Ay brake may vaggon handle an Ay haw to ride 16 males—me an my horse 8 miles a piece—2 yet a two-by scantling to feex may vaggon hanel, bay hale. Ay haw pooty moos troubles, Ay tank so. Ay ban haf narrow excape frum a horribul deth das week. May hair an may viskers, she be rad as tunder, an da boys by Yamestown tank Ay vos Komit. Ay no no me hoo is Komit, boot bay Yeerooslum, Ay see may stars-spangle bannener pooty queek. Ay ant dun anny tang sance. Ay heer naxt day Ay vasnt Komit, as he vas on her vay to San Pol, boot had stooping at Anoka for refreshments an haddent ban seen sance.

Vell Ay tank Ay haf 2 say yude-buy now—Ay veel coom ayain pooty sune ayain ven Ay letta mor taim. Ay laik 2 sen yous fallers a map ov may face boot Ay ant yot anny. Goo bie,

Yures pooty mooch, rite sure,

R. FINGERSON KANOOT, Esq.

P. S. Dakota ees pooty nace town.



UNAMBITIOUS.

The storms of passion must possess the soul
Of any poet who would move the world;
Above the forest of his heart must roll
The hurricane 'mid deafening thunders hurled!

But I am quite content to build a rhyme
And put two eyes of blue, two lips of rose,
Two dainty feet (lest it should pass for prose)
And golden curls in it—while killing time.

LEE FAIRCHILD.

Seattle.

A Brave Woman.

Mrs. Elizabeth Taylor started from Winnipeg early last summer for the Mackenzie River delta, and from this expedition she recently returned. She started on her trip alone, and made it alone, successful to the end. She is the first woman explorer who has ever ventured into the polar regions on her own account; and, with an amount of pluck and steadfastness that would have done credit to a strong man, she has carried out her program and completed her round trip to the far Northern forts of the Hudson's Bay Company.

The Travels of a Shingle.

The Ocosta, Wash. *Pioneer* says: One Sunday last May, J. B. Flynn, of Maxfield, picked up a shingle out of the bin and wrote on it. A few days ago Flynn received a postal card containing the following:

Sir—I have found a shingle in a pack of cedars (Perfections) with the following on it: "When you use this shingle let me know when and where. J. B. Flynn, Mfr., (Gus Viert, packer) Sherlock, Wash."

I have used your shingle on Oct. 19, 1882, at Shamokin, Northumberland County, Pennsylvania, and found it to be a good one. Yours, etc. M. S. Wagner, 9 North 6th St., Shamokin, Pa.

An Emotional Farewell.

This good-bye business is getting to be an actual cruelty to animals in some cases, remarks the observing Grafton, N. D., *Record* man. I noticed a gentleman the other day who was going away for a short vacation for rest and refreshments, who was having a hard time of it, bidding his wife and a delegation of female relatives adieu. The man was all right. He tried to wave his hand in the air and say, "Well, I'm off, be good to the babies," but they wouldn't have it that way. They wanted to make a three-act scene right there on the platform among the trunks and satchels of the traveling public. His wife or her sister or somebody's sister with big hot tears cutting deep paths down her cheeks in the patent leather flour said to him with a voice that staggered with emotion; "Telegraph us from Grand Forks if your lunch suited you." When the train pulled out I saw him push up the window and thrown several large packages of lunch out where it would do the most good to the land. Then he bit off a big piece of boot jack tobacco and inquired of his next neighbor if he knew how the election went.

Stinginess Cleverly Rebuked.

A good story is told of a merchant in this city who has the reputation of being pretty "nigh"—a Scotch expression for closeness. The other day a youthful bit of a Northwesterner, not over ten years old and rather small for even that age, walked into the establishment of the gentleman in question, holding in his hand the butt of a

cigar which he had found outside. Walking up to the counter, to which his eyes barely reached, he remarked:

"Gimme a match, please."

"We don't keep matches to give away, youngster," replied the merchant.

"You keep 'em for sale, may be?" remarked the boy.

"That's what we do."

"Then," diving into his pockets and putting a nickel on the counter, "give me five cents' worth."

A box, of red-headed matches was laid before the boy. Opening it, he filled one pocket of his diminutive coat with matches, and placing the box still more than half filled, on the counter, he remarked quietly:

"There, put them back on the shelf, and the next time a gentleman asks you for a match give him one of mine."—*Helena Independent*.

Dog Salmon Coming to Town.

Yesterday afternoon quite a number of people stood on the sidewalk of A Street near the corner of East Twenty-fifth watching a novel sight. In the stream just back of the woolen mill there were hundreds on salmon jumping and wriggling about among the sticks and debris to get up stream. Every spot where an eddy had made a deep place in the stream was full of them and every few minutes one of the fish would start out to go up stream a little further. This resulted in many of them getting into shallow water and among the debris with which the bottom of the gulch is strewn. Then there was a struggling and a splashing until the fish got into deep water again. Quite a number got stranded and die, so that there will likely be something for the health officers to look after before the fish stop running. The salmon seem to be thin, and they do not appear to be very strong. Some of the naturalists in the crowd that was watching them said that the fish were apt to die after spawning. The salmon are of a variety known as "dog salmon," which are considered valueless as a food fish. This is their spawning season, and they are ascending the streams of the Sound for this purpose.—*Tacoma Ledger*.

Bruin and a Canoe.

Probably not more than one bear in the world ever climbed a tall fir tree with a cedar canoe on his back. The bear which did accomplish this feat was shot recently by Jacob Nelson, a North Bay rancher, who not only vouches for the truth of this story but says that several well-to-do ranchers of that section will substantiate his statements. Mr. Nelson told the story while in town on Saturday.

He had gone out deer-hunting near the shore in a canoe, expecting to shoot one of the deers which frequently come to the shore of the Sound. His canoe was a frail craft, dug out of a dry cedar log.

So light was it that care had to be exercised to prevent the little boat from tipping over as he paddled up and down the bay. Mr. Nelson had been out an hour or so when he espied a good-sized bear in the branches of a fir tree which stood next to the water's edge. He picked up his rifle and fired. Bruin fell, groaning with pain, and landed squarely in the canoe. Mr. Nelson jumped out and ran up the bank, believing that the bear was in pursuit. He hardly stopped until he reached the house of a rancher named Eberhardt. Both took their rifles and went to the shore, Mr. Nelson expecting to find his boat drifting on the bay. However, it was not to be seen. Then they began looking for the bear.

Casting his eyes to the tree where the bear had first been lodged, Mr. Nelson saw Bruin complacently licking his paws. But his surprise knew no

bounds when a second look revealed the missing canoe securely fastened to the bear's back. He called his companion and both fired. Bruin came down and the canoe with him. Then they perceived how the canoe got up the tree. Mr. Nelson says the canoe must have turned over when the bear fell into it, letting the animal into the water. In getting ashore, the bear ran his head under a slat nailed across the boat a couple of feet from the bow. Without waiting to get himself loose he must have swam ashore with the canoe on his back and have climbed the tree again in the same manner. The slat held the boat securely in place, it being found fastened tight against his throat when he finally tumbled down.—*Tacoma Ledger*.

Born of Necessity.

If a gentleman who was discoursing yesterday before the Nicoret House bar can be believed, vendors of spirits frumend in prohibition States are more remarkable for "ways that are dark" than was the heathen Chinese whom Bret Harte has immortalized in verse. In Iowa, from which State the gentleman hailed, everything intoxicating is contraband. In the sightless porcine establishments, which take the place of saloons in other States, one is told that neither whiskey nor beer is sold, but the initiated can get the former by calling for "hard," or the latter by calling for "soft," these two words representing in the vernacular of prohibition States the seductive drinks which their utterance, combined with the price, at once brings forth. Even the Century dictionary, which is supposed to be abreast of the times, is a back number when the ordinary man's vocabulary in this State is considered. For instance, the Iowa man was telling the story of a stag party at Des Moines. "We had a great time," said he. "There were a number of diversions, but the most interesting arose from two 'bull pups,' which were secured for the occasion."

"Did you have a fight?" queried one of the hearers.

"Fight!" came back the reply. "A bull pup in Iowa is one-eighth barrel of beer."

Much has been written of the possibilities of the English language, but this little narrative is enough to convince the most skeptical that so far as Iowa is concerned these possibilities have not yet seen their highest development.—*Minneapolis Tribune*.

Washington Nomenclature.

The names of some of the precincts in this State are certainly wonderful. Some of them we have become sufficiently familiar with for them to have lost some of their uncouth sound, yet others are still surprising in their combinations of consonants and vowels.

In Adams County there is a Washtucna, which sounds as if it was intended to call it Washington but the Indian influence controlled before the word was completed. Anatone and Theon are rather simple, but Humptulips and Wynoche are least unfamiliar, and Pysht is pronounced "site." Cathlapoodle and Chelatchie are closely followed in the list by Washougal.

Arkansaw and Monticello, in Cowlitz County, show the influence of the chivalrous South, but Toutle and Olequa are distinctly home productions. Fishhook, Pasco and Washtucna are the combination offered by Franklin County, and Garfield has a Pataha and a Tuckanon. Coupeville and Utsalady are familiar in this part of the country, but would sound strange to a foreigner.

The county named in honor of the sage of Monticello offers Chimacum and Quilcene to the list of curios, and Enumclaw, Duwamish, Krain, Sammamish and Tolt are the contribution of King County.

Ollalla, Coleckem, Manastash, Wenatchee, Peschastin, Swank, Claquato, Salcum and Skookumchuck, are a strink of pearls; Lincoln County

has only Sassis to attract the attention, while Arcadia and Coqualima and Humahuma are in Mason County. Ential, Looploop and Toats Coulee are in Okanogan County, Ilwaco and Nasal in Pacific. Kapausin, Ohop and Tanwax seem to be all right because they are nearer home.

Avon suggests the home of poetry in Skagit, but they have also Guemas, Sauk and Samish, which are distinctly unpoetic. Port Susan in Skagit suggests home but Stillaguamish and Tualco put us at sea again. Lummi, Nooksack and Semiahmos are right alongside in Whatcom. Oneco, Penewawa, Tekoa, Cowychee, Kiona and Wenas are east of the mountains.—*Tacoma News*.

The Slocan Mining District.

About a year ago the discoveries of precious metals in the Slocan Country, in the eastern part of British Columbia, began to attract attention and by fall the district was pretty well explored and a number of excellent mines opened up. During the coming year a good deal of ore will be taken out. The supply town of the region is Kaslo, on the Kootenai, from which goods are wagoned over thirty miles to the mining camps. A Victoria company has a charter for a railroad and a land grant from the British Columbia government of 10,500 acres and will commence construction in the spring. People are still flocking to the new mines and whiskey and lumber are said to be the commodities most in demand.

The Curious Potlatch Custom.

A prominent salmon canner of British Columbia, in speaking to a representative of the *Westminster Columbian* regarding the curious custom of giving potlatches, common among Western Indians, said: "Coast Indians won't have much money to throw away in that direction this season. Last year a great many siwash made good wages and potlatches were all the rage for some time afterward. They are a curious people, and it is astonishing the delight they take in appearing liberal and wealthy in the eyes of their friends. Last year I had an Indian working for me who earned \$1,400. He drew the whole of this in a lump sum and laid it out in eight muskets, a dozen boxes of crackers, and the balance—about \$1,200—in blankets. Then the noble red man called all the Indians within reach together and announced his intention of giving a grand potlatch. The blankets were spread out in a two-acre field, with the crackers on the outside for his friends to lunch on, and the muskets in the center. When the appointed time arrived to begin the ceremonies the Indian waded through the sea of blankets to where the muskets lay. Here he climbed on a box and began a long oration, which lasted over an hour, at the end of which time he picked

up the muskets one by one and smashed them over the box, signifying that all enmity between the tribes was forever ended and rifles would no longer be needed. Then he gave the signal that the potlatch had commenced and the Indian women sailed in and packed away, not only one pair of blankets, but as many as they could carry, and in a few minutes there was not a single blanket left for the use of the generous contributor. This grand giveaway, of course, made the siwash very popular, and a few days after he was made sub-chief of his tribe. A few weeks later this same Indian came to me dead broke and got a sack of flour on credit."

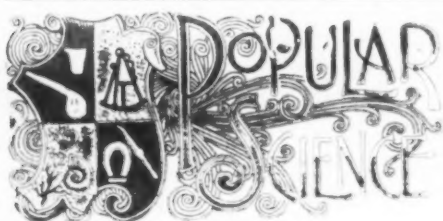
The Last of the Spokane Tribe.

At last the unsightly siwash will no more be seen upon the streets of Spokane. Arrangements have been made whereby they will be located upon the Cœur d'Alene Reservation. This

disposes of one of the Indian problems of the West. The Spokane tribe was one of the most peaceful and uncomplaining the Government has had to deal with; by some oversight no reservation was made for them, and but little assistance has been given them by the Government. For several years they have subsisted upon what they could pick up about the streets of Spokane. They were often an object of interest to Eastern people. An artist not long since saw fit to paint an elegantly dressed lady with a baby carriage gossiping with a swarthy squaw arrayed in native picturesquees, with a pappoose upon her back, as a characteristic street scene. Spokane, however, can afford to forego the picturesque feature for the practical benefit to be derived from having this element of its society placed upon farms provided for it. The Government will build houses for the Indians, and furnish them with farming implements and seed.—*Cœur d'Alene Barbarian*.



A CAMP IN THE SLOCAN MINING DISTRICT, BRITISH COLUMBIA.



What We Really Know About Mars.

The three views which have just been given are representative; all of them are based on serious study, and at least two of them may be taken as authoritative. M. Flammarion regards it as very probable that the dark areas of Mars are water and the bright ones land. Professor Schaeberle's observations with the greatest telescope in the world, under the best possible conditions, lead him to precisely opposite conclusions. Mr. Brett doubts if land and water exist on Mars at all, and gives good reasons for deciding that the planet is in a heated state—as we suppose Jupiter to be, for example. Telescopic observations show that the planet Venus appears to a distant observer far more nearly like the earth than does Mars. When we come to an examination of the particularities of Mars' surface we find dissimilarity and not likeness to details of the earth's. Under these circumstances, and so long as such widely divergent views can be advocated by competent observers, it appears to me that the wise course is to reserve judgment and to strive for more light. I feel certain that when a satisfactory explanation is finally reached, the Lick Observatory will be found to have contributed its share to the solution.—*Edward S. Holden, in The Forum.*

Gopher Lore.

For several days past J. Alden Loring, a naturalist of Oswego, N. Y., has been in Casselton and vicinity, studying the habits of and collecting specimens of gophers and birds for the Agricultural Department at Washington. He is under orders of Dr. C. Hart Merriam, chief of the natural history of that department of the Government. The particular mission of Mr. Loring in these parts, is to study the habits and range of two species of the pocket gopher—genus *Geomys* and genus *Thomomys*. These two families of animals do not mingle with each other, except where the mutual line dividing them overlaps a few miles at some points and not any at others. This line extends across North Dakota south into Eastern South Dakota. Larimore and Casselton are about on this line. The *Geomys* is a large reddish animal, and has its home in Minnesota and Eastern Dakotas. Its range is not to exceed ten miles west of Casselton. Mr. Loring ascertains these facts by trapping the animals. At Larimore he caught one *Thomomys* after six days attendance to his traps. Specimens of both animals are to be had at Casselton, but the *Geomys* begins to diminish a few miles west and the *Thomomys* appears more plentiful. These gophers are very destructive to crops, and there will probably be some means taken before many years to exterminate them. Mr. Loring collects his data, forwards them to the Agricultural Department at Washington, where they are collated and published in bulletins for the benefit of agriculture.—*Fargo Forum.*

Montana Asbestos.

All the asbestos produced in the United States is mined in California. The product in 1889 was thirty tons, worth \$1,800, and in 1890 increased to seventy-one tons, worth \$4,260. The total value of imported asbestos in 1890 was \$257,859. The uses for asbestos are rapidly increasing and with abundant supply the consumption will run up into the millions. The great asbestos deposits

of Gallatin and Madison counties will supply millions of dollars' worth annually, and its manufacture, already assured to Bozeman, will be one of the great industries of this rising city.

A plaster for ceilings made of asbestos and gypsum is coming into use all over the civilized world. It has 300 times the strength of ordinary lime and sand plaster and presents extraordinary resistance to fire. With unlimited quantities of gypsum south of the Yellowstone and asbestos in this county there is no reason why this plaster should not be made here in such quantities as to come into general use.

When the establishment of a paper mill in this valley was first suggested, asbestos was not thought of as a raw material. It is however, a most valuable material for that industry, not only for regular fire-proof paper, such as is used for coating hot air pipes, but also as a filler for medium grades of paper generally. Owing to the scarcity of asbestos it has not been available for this purpose, and fibrous talc, the fibrous variety of soapstone, being used instead. In 1890 consumption of fibrous talc in paper making was 41,354 tons, worth \$389,196. The discovery of asbestos in Gallatin County was one of the most important events in the history of the county and of Bozeman, as will be apparent within two years. The industries that will arise from these discoveries will assume gigantic proportions in the near future.—*Bozeman Chronicle.*

Are There Too Many of Us?

Three hard facts confront us. One is that the earth's stock of substances capable of sustaining human life is, after all, limited. Another, that many of these are passing hopelessly beyond man's reach. The third is that such utilizing of plant nutrition as is intrinsically possible must forever increase in cost. Less and less fruitful soils must be brought into use, loam reclaimed from beneath the ocean, rocks pulverized, to make place for new land and the mechanical ingredients for artificial soil. And, at best, such soil cannot but be limited in amount, so expensive will be its manufacture.

Meantime, the sons of men wax ever a greater host. Europe, with its 156 millions, increases by 7-10 of one per cent. each year, threatening to have 600 millions by 1970, and 1,300 millions by 2150. Our own country, adding to its numbers by nearly 3 per cent. a year, bids fair to approach 90 millions by 1900.

Could such growth possibly continue, the failure of standing room would be but a matter of time. The entire globe measures about 600,000,000,000 square yards, or, allowing a yard as standing room for four persons, there is place for 2,400,000,000,000 persons. Now the population of England and Wales, which may be regarded as about normal for civilized lands, doubled between 1801 and 1851. At this rate population would in 100 years multiply itself by 4; in 200 by 16; in 1,000 by 1,000,000; and in 3,000 years by 1,000,000,000,000,000,000. So that, even if we begin with a single pair, the increase would in 3,000 years have become two quintillion human beings; viz., to every square yard 3,333½ persons instead of four. Or, the earth would be covered with men in columns of 833½ each, standing on each other's heads. If they averaged five feet tall, each column would be 4,166½ feet high.

One cannot look forward to the far future of civilized society without solicitude. Reflect that the present population of Europe could, through an increase no greater than that now prevailing, had sprung from a half million souls living at 400 A. D., and that there were then in Europe at least 100 times this number, and probably more; then sweep mentally over the intervening history, noting in wars and pestilences some of the causes why the figures for Europe to-day read 159

millions instead of 15 billions 600 millions, and you will no longer laugh at Malthus.

Are the checks which must be applied in future, likely to be positive or preventive? If the latter, shall they be morally preventive or immorally preventive? A more momentous this-world question could hardly be asked. Let the masses remain ignorant and brutish, and human life will forever continue in threatening disproportion to food, progress and poverty side by side, the comfort of a few shadowed by wars and want and sicknesses on the part of multitudes. Only as character shall prevail can coming generations fill the ideal of an earthly society: human beings numerous enough to work the great cosmic field to the best advantage, yet voluntarily few enough to admit of a reasonable and decent subsistence for all. For man's body as for his soul, for time as for eternity, his only hope lies in spiritual elevation.—*E. B. Andrews, in North American Review.*

Color Blindness.

In a recently published report issued by the Marine Department of the British Board of Trade some curious and valuable information is given with regard to the proportion of color blindness in the mercantile marine of that country. The number of candidates who presented themselves for examination for certificates as masters and mates during the previous year was 4,688, of whom 31 were rejected because of their inability to distinguish colors. Of this number 21 insisted that red was green, and others asserted that red was some other color than either red or green, usually drab. Candidates to the number of 205 mistook drab for green, 64 mistook drab for pink, and others asserted that it was white or yellow or red. As for pink, 106 persons said it was green, 32 that it was drab, 17 that it was red, and 34 that it was something else. With regard to green, 32 averred that it was white, 42 that it was pink, 33 that it was drab, and 28 that it was red. It appears, however, as before stated, that only 31 were entirely disqualified, as their inability to distinguish colors was so great that it would probably lead to disaster on the high seas, while in the majority of instances the defeat was a particular one, and consisted rather in the inability to distinguish one or two colors than in the inability to distinguish all colors, save black and white.

At the same time the figures show how common color blindness is. No exhaustive experiments have ever been carried out with the view of ascertaining the proportion of sufferers from the defect, but it has been asserted on good authority that one individual in thirty is partially and one individual in fifty is wholly unable to distinguish between colors. The defect is believed to be more common among men than among women, one writer on the subject holding that superior color perception on the part of the female has been transmitted and intensified. Another adds: "If the condition is an inherited one, then possibly evolutionists may be able to explain the female superiority in this respect by reference to far-back ages when selection of their partners was, theoretically, a marked duty and privilege of the weaker sex." It may be remarked that savages of both sexes seem to be more favorably endowed than civilized man in regard to the color sense. Their fine perception of color is manifest in their war paint, their crowns of brilliant flowers and still more brilliant birds' feathers, their brightly stained skins and parti-colored dresses, all in marked contrast to the more civilized dwellers in the temperate zones.

Color blindness is an important question, not as bearing on navigation alone, but upon every kind of employment in which the security of life and property depends upon accuracy in distinguishing signals. Defective eyesight has been

responsible for many serious accidents, and ability to distinguish at least the primary colors ought to be an indispensable condition for those intrusted with the direction of vessels and employed in the traffic on railways.—*N. Y. Press.*

Devils Lake, North Dakota.

Devils Lake, in North Dakota, has a special interest to the scientist from the fact that it is probably the largest body of inland saline water in the world that lies in the midst of a fertile country. Most salt lakes are surrounded by arid plains, but this beautiful sheet of water stretches out for fifty miles through a rich farming region. It has no outlet and the streams flowing into it are insignificant brooks that almost disappear in summer. On the south side of the lake are considerable forests of noble oaks; all the rest of the shore line is prairie. There are two towns on the lake, Devils Lake City, on the north shore, and Minnewaukan at the extreme western end, and the many buildings of Fort Totten and the neighboring Indian school on the south shore make practically a third town. The reservation of the Cut-Head Sioux occupies much of the country immediately south of the lake. These ex-savages are now peaceful farmers and herdsmen, wearing civilized garments and sending their children to school.

Spectroscope's Revelations.

It is not too much to say that this method of observation has opened for us in the heavens a door through which we can look upon the internal motions of binary and multiple systems of stars which otherwise must have remained forever concealed from us. By it we can, in many cases, see within the point-like image of a star a complex system of whirling suns, gigantic in size, and whirling at enormous speeds. A telescope fifty feet in diameter of aperture, even if it could ever be constructed, would fail to show close systems of stars which the prism easily opens to our view. This method of using the spectroscope, which the writer first applied successfully to the heavenly bodies some twenty-four years ago, is now too well known for it to be necessary to say more than that the change of wave, length or pitch of the light shows itself in the spectrum by the lines being shifted—toward the blue for an approach, toward the red if the light source and the observer are moving from each other. The stars, as seen from the earth, are moving in all directions, but the prism, which can take note only of motions which are precisely in the line of sight, gives us direct information of that component only of a star's motion which is toward or from us. The method is applicable not only to the drift of star systems, but also to the internal motions within those systems. It is obvious that a star moving round in an orbit, unless the plane of the orbit is across the line of sight, has alternate periods of approach and recession. A line in its spectrum will be seen to swing backward and forward relatively to a terrestrial line of the same substance in times corresponding to the star's orbital period. It is equally clear that if in a binary system both stars are bright, the spectrum will be a compound one, the spectrum of one star superposed upon that of the other. If the spectra are identical all the lines will be really double, but apparently single when the stars have no relative motion, and will separate and close up as the stars go round. It was by this method, from the motions of the variable star Agol, photographed at Potsdam, that the dusky complexion which periodically eclipses its light in part stood revealed, and a similar discovery was made there of the companion of Spica. Of these double stars only one companion was bright, but by the opening and closing of double lines in the spectrum of Mizar, Prof. Pickering brought to light a pair

of gigantic blazing suns, equal together to forty times the sun's mass, and whirling round their common center of gravity with the speed of some fifty miles a second. Then followed also at the Harvard observatory the discovery in Anriga of an order of close binary stars hitherto unknown.—*Fortnightly Review.*

Electrical Progress.

Hardly a day passes that does not bring out something new in the line of electrical suggestion or invention. Among recent suggestions may be mentioned one looking to the use of electric wagons and cars in farming districts. It is roughly estimated that, perhaps ninety per cent of the roadways of the United States could be equipped with the necessary tracks, poles and wires, at a cost of \$3,500 per mile. In a district ten miles square—the surface that could be served from a single central power station—there would be, in the larger part of the Union, about one hundred miles of railway. On this basis the total cost of track for a district ten miles square would be \$250,000. This represents a capitalization of only \$5.00 to the acre, and an annual interest charge of, say, thirty cents per acre.

With a central power station large enough to operate all the wagons or cars that would be called into use at one time in the district, the capitalization need not be more than \$10.00 per acre. This would mean an annual interest charge of \$60.00 for each 100 acres of land. This does not seem like a very heavy tax when we consider the nature of the service rendered available, the great saving in the cost and maintenance of horses and wagons, the enormous economy of time and the greatly enhanced value of improved farming lands. If the interest charge amounted to \$100 per year and the farmers were themselves chiefly the stockholders of the electric companies, it would still represent an economy.

In this connection, it is interesting to note that during the twelve months prior to September 15th last, the number of electric roads in the country increased from 385 to 469, while the amount of capital represented by them is estimated to be at least \$250,870,000.

A report that plans have been formed in London for the running of street stages is also full of interest; though it would seem apparent to the casual thinker that new regulations concerning the use of streets would be necessary, before turning electricity loose, so to speak, upon them.

An electric light bath is also a novelty. The cabinet is of the usual size of vapor baths, with a lid enclosing the body completely, except the head, which is exposed. The lamps are distrib-

uted around the body of the patient, being arranged in groups of fourteen and operated by a separate switch for each group.

About sixty lamps of sixteen candle power each of 110 volts are used in the bath. The sides of the interior of the cabinet are backed by polished nickel to give reflective power. A physician has made some tests at this bath, and has reported that the temperature of the patient in ten minutes rises to 148 degrees. After the bath the effect of the strong light is to brown the skin as if it had been exposed to the sun. The combined effects of the sun and vapor bath in one are said to be without the usual depressing effects of the vapor bath alone. The switches and resistance are arranged to throw on section after section of light, or to throw off light as desired, each section, of course, adding to the light and heat of the bath.

Another recent invention is an electric invalid chair, a model of which is now running in Baltimore. The chair is mounted upon a case, which contains the motor and storage cells; and its total weight is 150 pounds. The guiding apparatus is like that of an ordinary, low-seated tricycle, and at one side of the seat is a lever, connected with a resistance box for controlling the motor. At the other side of the chair is the brake handle, which is an ordinary lever friction brake. It is estimated that it will make eight miles an hour, or at lower speed battery, last for fifty miles of travel.

The first pleasure boat in the United States to be operated entirely by electricity, is the launch of Mr. John Jacob Astor, the *Corcyra*, which recently made its appearance on the Hudson River. She is thirty-seven feet over all, and thirty-one feet six inches on the water line, with a beam of six feet two inches, and a draught of eighteen to twenty inches. She is operated by an electric motor, supplied with a current from storage batteries which are placed under the seats on either side. With a full charge in the batteries the launch can make a continuous run of from sixty to seventy miles. A trial has shown that she can travel at the rate of nearly eleven miles an hour. The operation of the propeller is similar to the operation of an electric fan. By pressing a lever switch, the current is turned on and the boat starts at a speed which may be regulated at five different rates, namely, three, four, five, seven and ten miles per hour. A backward pressure of the same switch turns off the current and stops the boat.

These are among the latest uses to which that most wonderful of nature's forces has been put—in other words, the lightning is each day being more securely chained.—*Spokane Chronicle.*



From "OUTING."

A VIEW ON DEVILS LAKE, NORTH DAKOTA

Copyrighted.



Entered for transmission through the mails at second-class rates.

E. V. SMALLEY, - EDITOR AND PUBLISHER.

BUSINESS ANNOUNCEMENT.

THE NORTHWEST MAGAZINE is published in St. Paul, Minn., on the first of each month.

ST. PAUL OFFICES: Mannheim Block, Third and Minnesota Streets.

BRANCH OFFICES: Chicago, 210 S. Clark St. New York, Mills Building, 15 Broad Street.

THE TRADE is supplied from the St. Paul office of THE NORTHWEST, and also by the American News Company, New York, and the Minnesota News Company, St. Paul.

ADVERTISING RATES: Per agate line display, 25 cents; per inch, \$1.50. Discounts for time contracts. Reading notices, 50 cents per line count.

SUBSCRIPTION PRICE, \$2 a year; in advance.

NEW SUBSCRIPTIONS can commence at any time during the year.

THE POSTAGE to all parts of the United States and Canada is paid by the publisher. Subscribers in Europe should remit fifty cents in addition for ocean postage.

PAYMENT FOR THE NORTHWEST, when sent by mail, should be made in a Post-office Money Order, Bank Check or Draft, or an Express Money Order. When neither of these can be procured send the money in a Registered Letter. All postmasters are required to register letters whenever requested to do so.

DISCONTINUANCES.—Remember that the publisher must be notified by letter when a subscriber wishes his magazine stopped. All arrearages must be paid. ALL LETTERS should be addressed to

THE NORTHWEST MAGAZINE,
ST. PAUL, MINN.

ST. PAUL, JANUARY, 1893.

NORTH DAKOTA LIGNITE.

The fuel problem in North Dakota is now in a fair way of being solved by the general use of the lignite which abounds in the western part of the State. This coal, mined near Dickinson and also near Sims, is now put on board the cars for \$1 a ton. The freight rate makes it cost \$2 at Bismarck, \$3 at Jamestown and \$3.25 at Fargo. People are beginning to understand how to use it and stove makers are beginning to make stoves specially adapted to burning it. When the coal comes from the mine it carries a good deal of moisture and may be compared to green wood. It should be put under cover in a dry place and allowed to season for a few weeks before it is burned. It then becomes a good fuel, giving a bright blaze and affording a great deal of heat. Two tons of it are easily worth a ton of anthracite, and as anthracite costs \$11 or \$12 a ton in North Dakota there is an evident economy in its use. All the State institutions are compelled by law to burn it—a rather arbitrary way of protecting one of North Dakota's infant industries. The Agricultural College at Fargo reports that heating with lignite costs \$3 a day as against \$5.20, the former cost of running the steam plant with wood.

A lignite cook stove is now made by a concern in Sioux City and is said to be a success. This is a great step in the direction of popularizing the fuel, since many farmers keep but one steady fire in their houses, using their cook stoves for both cooking and heating. Lignite can be burned in a self-feeder base-burner and in an ordinary bituminous coal stove, but some modification in grates and drafts is needed for the best economy and for carrying up the chimney a slight peculiar odor—not a gas, but a smell that is said to be not at all unwholesome but which becomes objectionable in a close room.

There are millions of tons of lignite in Western North Dakota. Where mining is now prosecuted

every acre of ground yields 40,000 tons. A State cannot afford to send money to Pennsylvania for fuel to be transported 1,500 miles when it has on its own domain such vast stores of combustible material.

RECENT RAILWAY CONSTRUCTION IN NORTHERN MINNESOTA.

The Duluth and Winnipeg Railroad is a courageous project to build a short line across the great Northern Minnesota wilderness to the lower Red River Valley. It dates back to an early period in the growth of the Zenith City and was originally in the hands of Boston parties. The first company went into bankruptcy and the enterprise slept for many years. It was revived by new men and new money and in the years 1890 and 1891 about ninety miles of road were built from a point on the St. Paul and Duluth Railroad, twelve miles west of Duluth, called Short Line Park, to Deer River, the line running through the woods all the way. In 1892 the energies of the management were concentrated on the problem of getting down to the lake and this was solved by the aid of a land ownership corporation in Old Superior. The D. & W. company built down to the St. Louis River and bridged that stream and the land company built from that point to Allouez Bay, in Old Superior, and presented this piece of track, about eight miles long, to the railway company. A big ore dock was erected on the bay for shipping the iron from the Mesaba Range. Under a trackage arrangement with the St. Paul and Duluth, passenger and freight trains are run from Duluth out to the terminus, but the ore business will go to Superior. Forty miles west of Duluth a new road called the Duluth, Mesaba and Northern leaves the Duluth and Winnipeg and runs up to the new ore field, and it is from this connecting line that the D. & W. will get most of its traffic the coming season. The road to the range is owned by the Merritts, of Duluth, and they are talking of extending it to ground of their own fronting on the St. Louis River, not far from West Duluth. If this is done the D. & W. must build a line of its own to the mines or lose its best showing for business. An easy way is opened to it by the logging road of Wright & Davis, which crosses the D. & W. at Mississippi Junction and already reaches northward to within a few miles of a number of promising mines.

The D. & W. has built up a new town of 300 people at La Prairie, in Itaska County, and has caused the old trading post of Grand Rapids, three miles further west, to grow up to a population of six or seven hundred. Its chief traffic at present comes from the logging camps. It hauls in five or six thousand lumbermen every fall and takes them out in the spring and it carries a large quantity of supplies for them during the winter campaign in the pineries. To what point it is going for an ultimate western terminus is an undetermined question. If it should go to Winnipeg it would become a feeder for the Canadian Pacific and its probable fate would be absorption by that strong corporation, which seems to have a great hunger for lines in American territory. If it should go on in its present general direction and enter the valley at Crookston, it would invade territory already fully occupied by the Great Northern and the Northern Pacific and could get no great amount of wheat to haul unless it built an extensive system of branches in a region now remarkably well furnished with railway facilities. As a short line to the head of the lake from the lower Red River Valley it would be valuable to the Great Northern, saving about 125 miles in distance over the present line of that road around by St. Cloud, and Mr. Hill may conclude to buy it and connect it with his road at Fosston. It could reach that point by building about seventy miles more of track. To the Northern

Pacific the road would be of much less value, as the existing line of that company from the lower valley points to Duluth and Superior is much shorter than that of its rival, the Great Northern. In case the D. & W. is maintained as an independent road it must find its chief future business in the hauling of iron ore, in its traffic with the lumbering towns and camps and in some possible farming development in the forest region through which it passes. It cannot become a wheat road without a big fight with the two powerful companies which now have full possession of the Red River Valley. The two cities at the head of the lake feel a warm interest in this road and desire to see it pushed on at least as far as Crookston and Grand Forks this year.

Some railway building has been done the past year by the Minnesota Iron Company, which controls the Duluth and Iron Range road. A line has been built from a junction on the old road north of Two Harbors to the eastern end of the new iron territory on the Mesaba Range and this line will be extended the present year along the range as far as mining developments warrant. Thus the new iron district will be served by two competing roads, one entering the field from the south and the other from the east, and possibly by a third, entering it from the west. At present the gap between the new Iron Range extension and the road of the Duluth, Mesaba and Northern is about sixteen miles.

In connection with railway progress in Northern Minnesota a word should be said about the building of logging roads. The Brainerd and Northern Minnesota company has built forty miles of road during the past year, designed primarily for logging but for a general traffic road ultimately. There are now about forty miles of other roads branching off from the Northern Pacific east of Brainerd and about fifty miles diverging from the Duluth and Winnipeg. These roads are owned by lumbering companies. They are of standard gauge and are well built, considering the temporary use for which they are designed. Some end at mills on a regular railroad line and some end at streams where the logs are thrown into the water to be floated down to Minneapolis and other important sawmill points. Logging by rail is a new form of lumbering enterprise in Minnesota and its success means the opening of large pine areas which have hitherto been inaccessible by reason of their lack of streams large enough for the running of logs.

MONTANA'S VALLEYS.

The press of Montana is beginning to agitate the question of the best means to attract farming immigration to the fertile valleys of the State. A good deal has been done by the railways to advertise the resources of Montana and many of the towns have from time to time issued pamphlets and other form of advertising literature but the State itself has not maintained an immigration bureau or spent any money in this direction. This World's Fair year would appear to be a good time to make a new departure. Montana can offer plenty of attractive locations to new settlers to go upon the land in picturesque valleys and engage in irrigated farming and stock-raising. In some localities land can be obtained with water rights from established canals; in others water can be brought upon the land at small expense by a combination of effort among the farmers without much expenditure of money. The valleys are in all cases bordered by grassy hills that run up to the timber-line on the mountain slopes and these hills are not claimed and are free range for the pasturage of the stock of the settlers. Thus the farmer in the valley with his quarter-section or half-section of land has practically the use of thousands of acres of Government land without price for his flocks and herds. Fuel is also free and timber for fencing,

for the laws give to settlers the right to cut wood for all their own needs on Government lands. There are other advantages which should not be forgotten. Pure spring water flows in great abundance from the mountain sides. The climate is a tonic for weak constitutions by reason of the clearness and stimulating quality of the air. Good markets are near at hand in the mining towns and camps that take all the small produce of the farm, such as poultry, butter, eggs, berries and vegetables. What Montana should do is to provide a source of authoritative information concerning these numerous valleys. Settlers will go to them as soon as their attractions are made more widely known.

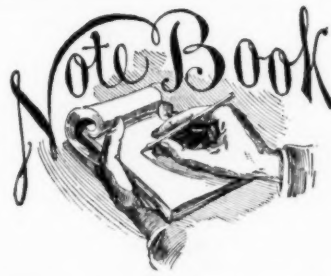
••••• AVOIDING THE TOWNS.

In building across North Dakota on its way to the Canadian Pacific the Soo road appears to avoid the existing towns. It crosses the Fargo and Southwestern road about a mile west of the important wheat market town of Sheldon and goes on a little further north to make a new town of its own called Enderlin. When it gets to Valley City, which is one of the largest shipping points in the State, it actually goes around it on the bluffs and makes a station nearly two miles distant up the valley. It crosses the Coopers-town branch of the Northern Pacific about half a mile from Odell, where there are three or four grain elevators, and makes a station a mile distant. At Carrington, a county-seat town and a good trading point, its station is about a mile away from the business houses. Apparently the line is being built with an engineer's eye to distance and grades and with no special view to traffic or to the convenience of established centers of population. This is a mistaken policy. A railroad should serve the country it passes through and should be willing to go a little out of its way if needs be to reach the points where the people have created conveniences for business.

•••••
THE men who are going to make a statue of solid silver to represent Montana evidently have some knowledge of the show business. When the project was first announced many of the Montana papers suggested one or another of Montana's fair daughters for the honor of posing for the picture, but the enterprising projectors arranged with Ada Rehan, the famous actress of the Daly Theatre in New York, to serve as the model. They intend to show the statue in many cities for an admission fee after the World's Fair is over and they understand very well that its drawing quality will be much greater as representing an actress of world-wide celebrity than it could possibly be if it were but the image in silver of some pretty but unknown Montana woman. The statue will contain \$35,000 worth of silver, furnished by seventeen mines through the First National Bank of Helena and will be cast by the American Bronze Company, of Chicago.

•••••
ONE of the public benefits of a railroad land grant not anticipated in the days when such grants were made is to give the railroad owning granted lands the opportunity to pay pretty much all the running expenses of sparsely settled counties where such lands lie. There are counties in North Dakota, west of the Missouri, where the few settlers have not proven up on their homestead claims and thus escape taxation and where the Northern Pacific pays up every year nearly the entire amount spent for local government and schools. The settlers cut hay and timber on the railroad lands and use them for pasture without cost.

•••••
FOR the first time in four years the Northwestern country is enjoying what people call an old-fashioned winter—plenty of snow for sleighing and solid, continuous, healthful cold weather.



A CURRENCY crank came into my office one day last month and argued that when his mutual banking system was established the interest on money would be only one-half of one per cent a year. I asked him whether it did not follow that when a man could borrow five thousand dollars for a half of one per cent interest the rent of a house worth five thousand dollars would be reduced to that figure. He replied that he had studied national finance for eighteen years and yet people seemed to think he knew nothing about it. I told him that was my opinion. Then he got mad and went off, leaving a tract which speedily went into the waste-paper basket.

WHEN you go as far west in North Dakota as the Missouri River you reach a region where prohibition does not prohibit. The prohibition law is absolutely nullified by hostile public opinion. In Bismarck thirteen saloons are run without any effort at concealment. Each pays a monthly fine of forty-two dollars to the municipality, which amounts practically to a high license system at the rate of \$500 a year. In Mandan, across the river, and in Dickinson, a hundred miles further west, the same state of things exists. In Dickinson, not long ago, the temperance people made a last heroic struggle to enforce the law. A saloon keeper was arrested and brought into court. The sheriff produced at the trial a miscellaneous assortment of liquors seized on the premises. Experts were called to prove that these fluids were of an intoxicating character and witnesses swore that they had purchased and imbibed them in the saloon of the defendant. The case was as plain as a pikestaff, but in came the jury after only a few minutes' absence from the court room with a verdict of not guilty. The Prohibitionists gave up the fight, and in nearly half of the area of North Dakota local public sentiment has killed the prohibitory law. There will be an effort made in the legislature this winter so to amend the law as to take the penalty of imprisonment out of it. Then any town which wants to follow the Bismarck example will impose a fine periodically on the saloons so as to make a license system of its own. The present situation is a curious one. In all the eastern part of the State prohibition is rightly enforced, but in all the western part it is not enforced at all.

SOME day an inventive genius will arise who will take hold of the problem of converting the surplus straw of our Western prairies into useful fuel for the farmers. He will produce a machine within the reach of every farmer's means, which will grind the straw into a pulp and mix it with some binding and heat producing material, of which crude petroleum will be an ingredient, and turn it out into blocks of convenient size for burning. On almost every farm enough straw is annually wasted to keep the farm-house warm all winter if there were some way of converting its woody fibre into a convenient and economical form of fuel.

FOR seeing the country to the best advantage there is no mode of traveling like riding in the cupola of a caboose. One is high up and there are windows all around. The long brown freight train stretches far ahead and except when rounding curves all you see of the locomotive is its

trail of smoke. The landscape reaches out to the horizon and the speed is not too fast to observe interesting things in its features and in the life of the farms. A friendly brakeman chats about his calling—how he gets two cents for every mile run and made a hundred dollars the last month, by making a few extra trips. He crawls out of a little window and runs along the roofs of the swaying cars to set two or three brakes, so as to keep the train in check while going down a grade. With what grace and confidence he swings the brake wheel around, the strong wind almost blowing him off his narrow perch. Now he returns and talks about the dangers brakemen run. He would not care for automatic couplers, he says, or the new guard rail at the ends of the cars which they are putting on at the shops, if only the company would keep the drawheads in order and the brake chains all right. Down below in the warm car the conductor is working at his way-bills at a desk and two drummers are asleep on the cushions. Five thousand railway men are killed every year. To run a freight train a year is almost as perilous as to go into a battle. Yet what sturdy, good-natured fellows these train men are—how they are attached to their business and how loyal they are to the company they serve. Now the train begins to descend from the levels of the high prairie into a valley where there are groves and a frozen river. The rear brakeman is again out on the car-roofs, with his coat-tails blown over his head, and far ahead can be seen his comrade the front brakeman turning the iron wheels. The great train seems like a huge animal as it crawls down the hill. We are at Valley City. "A good run," the conductor says. The two drummers wake up and grasp their grips. The caboose stops with a jerk, the conductor runs ahead to the telegraph office for orders and the passengers start off on a trot to get out of the keen wind and into the shelter of a hotel as soon as possible.

IT may finally turn out that the diamond is lately found on the Snake River, in Idaho, are white sapphires, like those found on the Missouri River, in Montana. White sapphires are very rare among the Montana stones, but several have been cut that are of such clearness and brilliancy that they are readily mistaken for diamonds. However, there is an old lapidary in New York who tells a story of two miners coming to his place thirty years ago with three stones which they said they found in Idaho and which he determined to be true diamonds. They departed for the locality of their discovery and were never heard from again. He supposed they had been killed by the Indians and that their secret perished with them. The latest report from Idaho is that a Holland expert named Kunze has pronounced the stones real diamonds and that people from Boise are flocking to the scene of the discovery and staking out claims. A good deal of boom stuff has been wired to the daily papers with the evident object of creating an excitement and attracting a crowd of fortune-hunters to buy claims and whisky.

AN interesting character, well-known in all the Northern Minnesota wilderness, is Platt B. Walker, who as surveyor, timber cruiser and lumberman has tramped and camped in the great pineries for more than twenty years and who knows every lake and stream, every hill and swamp in the whole region. As long ago as 1867 Mr. Walker put a stop to a baseless gold excitement on the Vermillion Range and gave to the world the knowledge that while there was no gold to be found the range was rich in iron ore. He is an ardent believer in the future of Northern Minnesota, not alone as a district rich in iron and timber, but as a country that will some day be occupied here and there by large communities

of farmers. He predicts that fifty years hence the valley of the Rainy River, which forms in part the boundary line between Minnesota and Manitoba, will have a larger population than now occupies the Minnesota side of the Red River Valley. All the hard-wood lands, he says, are good for general farming. Thus far the hard-wood belts have scarcely been touched by the lumbermen. They contain great quantities of oak, birch and maple, and must at no very distant date be opened by railroads to the enterprise of lumbermen. This is, in part, the last great hard-wood reserve in the United States. Mr. Walker is a stalwart man of about fifty-five, who enjoys nothing so much as the life of the woods. During three winters he lived in a tent. There are few young woodsmen whom he cannot tire out on a day's tramp over the snow.

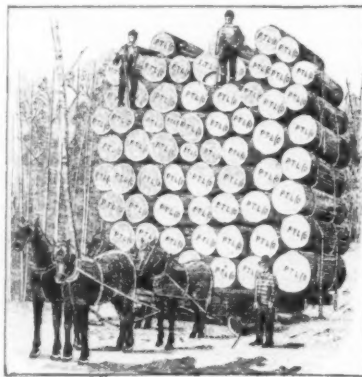
ABOUT twenty-four miles north of Grand Rapids, Minn., is a swamp from which water runs in one direction to the Mississippi, in another to Lake Superior and in a third to Hudson's Bay. This swamp may be said to be the ultimate watershed of the continent. The lake of loftiest altitude in this region is Little Sugar Lake, about twenty miles south-east of Grand Rapids. It is a neighbor of Lake Pokegama, but lies 800 feet higher than that big and handsome sheet of water. Pokegama is one of the great storage reservoirs utilized by the Government to feed the Mississippi in summer drouths and keep up an even flow in the river. The other two are Leech Lake and Lake Winnebagoishish. Dams have been erected at the outlets of these lakes and the engineer's office at St. Paul directs their custodians as to opening and closing the flood gates. On one point there is no question as to the value of the dams. They greatly lengthen the season of good water for running logs. Now logs are commerce as well as grain and merchandize, and it is just as proper for the Government to create good water for the lumbermen at the head of the Mississippi as to deepen its mouth for the cotton ships to reach New Orleans.

I DROVE up to the Pokegama dam on a sled, with the editor of one of the Grand Rapids newspapers, but saw nothing very interesting. The dam is a wooden crib structure filled with stone and appears to be about fifteen feet high. It is on the Mississippi, just below the outlet of Pokegama Lake, and it backs the water up into the lake as well as up the river. It has a multitude of gates worked by chains and windlass wheels. The back-water has made a navigable stretch of river for fifty or sixty miles to the head of Ball Club Lake and two little steamboats find business carrying supplies up to lumbering camps and Indian reservations and towing down barges loaded with hay cut on natural meadows along the shores of streams and ponds. Below Grand Rapids there is fair navigation on the Mississippi for 140 miles down to Aitkin. The distance by wagon road is only sixty miles. These figures show how crooked the river is. Two steamboats are employed in this trade. Thus it appears that the actual head of navigation on the Mississippi is not at St. Paul, but far up in the Northern Minnesota wilderness at Ball Club Lake.

THE Mesaba Iron Range crosses the Mississippi at Grand Rapids, running in a southwestern direction. Already the ore discoveries have advanced along the range to a point about an hour's drive northeast of the town, where the Buckeye is a promising mine. A few miles further on is the Diamond, which has been developed sufficiently to show that it will be a good producing property when reached by a railroad. Indications of ore have been found still nearer the town than the Buckeye and much exploration will be done next year. No one can now say where the western limit

of the ore bodies will eventually be located. The geological formation of the range has been traced as far as the edge of the prairies beyond Detroit, on the Northern Pacific Railroad, and there are no scientific reasons why iron may not be found at any point on it. If we take the present extreme points of known ore bodies, from the far eastern end of the Vermillion Range to the vicinity of Grand Rapids, on the Mesaba, the conclusion cannot be resisted that Northern Minnesota is destined to become the greatest iron district in the world, for here are over a hundred and fifty miles of iron territory, sufficiently explored already to demonstrate that ore bodies lie here and there along its entire extent.

AT a dinner table in a Minnesota lumbering town sat an individual whose well-oiled hair and flashy jewelry proclaimed the bar-keeper. A man who looked like an industrious mechanic came in and took a seat at the same table. "Hello, Jim," said the bar-keeper, "what are you doing here? Has the woman turned the key on you?" "Yes," said the other man, "she's gone to visit a friend and I don't blame her. Housekeeping must be dreadfully monotonous for a woman. Suppose you or I had to do the same thing over and over again three times a day. Say it was only to cut a notch in that door morning, noon and night. Wouldn't we get awfully tired of it? Well, I don't wonder that a woman sometimes gets tired of cooking and washing dishes and wants a change." Now here was both wisdom and kindness. The man was taking his meals at a tavern for a few days to relieve his wife of the weary round of household duties.



THE above engraving shows the largest load of logs ever hauled by the Pine Tree Lumber Company. The logs were cut on Ann River, Minnesota. The load weighed one hundred tons and was hauled by four horses one mile to the landing. The chains used for binding the load weighed five tons. The logs scaled 31,480 feet. They were sawed at the Little Falls mill of the company. The picture strikingly suggests the great value of snow to logging operations. To haul the same weight of logs on wheels, even on a good road, would probably require not less than forty horses.

THE ITALY OF WASHINGTON.

We stepped into the sleeper—on my friend's return from Japan—to go to a sunny clime not far distant that we had visited with rod and gun in years gone by. A perfect downpour of rain was flooding the Puget Sound Country, but on raising the curtain next morning, behold! a scene of enchantment was flitting before us.

The lower Yakima and Kennewick valleys are the most like California of any in the Northwest, as the elevation at the lowest point is only 400 feet above the level of the sea. They have a continuous navigable water front of about one hundred miles on the lordly Columbia, which courses

majestically southeastward and through the Kennewick Valley, and extending above Kiona on the Yakima River. The Columbia is the chief water course of the Pacific Northwest and has the only bar, save one, north of San Francisco affording entrance to vessels of all sizes. A glance at the map suffices to show that with the completion of the United States Government improvements at The Dalles the Columbia River affords a safe waterway to the ocean from the wharves at Kennewick. The Kennewick Valley is merely a continuation of the Yakima Valley and partakes of the principal characteristics of the latter. It has the added advantage of being a comparatively new region, and its lands obtainable at low prices; irrigated lands selling at \$45 and upwards per acre, including water right.

Because of the immense area of tillable land—when we consider that every ten-acre tract under irrigation is capable of supporting a family in comfort—we predict a greater influx into this particular valley within the present decade than into any other portion of Washington. The scenery of this region is grand, inspiring and beautiful; "the hills canon-ribbed and ancient as the sun," the vales—

Stretching in pensive quietness between
The sage brush fields; rivers that move
In majesty, and the beautiful canals
That make the meadows green.

This valley, although in forty-six north latitude, is blessed with a climate that challenges comparison. The temperature is always mild and free from dampness and the atmosphere replete with ozone; thus making the most invigorating climate in the United States. The winters are short and mild, spring opening in February, and autumn weather continuing until Christmas with fresh, bright, warm days. The heart of the resident is gladdened by sunshine almost unending. Severe storms accompanied by thunder and lightning are unknown. If snow ever falls it disappears as by magic under the warm breath of the Chinook, leaving the moisture to be absorbed by the wonderfully absorbing qualities of this most productive soil, which is of great depth—practically inexhaustible—and unsurpassed in fertility. Fruits and vegetables of every kind, grain, tobacco and hops do exceedingly well, even surprising one accustomed to the great yield in California. This is now generally recognized as the locality possessing the most favorable conditions for hop growing west of the Rocky Mountains; and that means, in America. The yield is as large as in California or the Puget Sound Country and as the hop-house cannot stand the hot, dry summer, such a thing as even a partial loss of the crop is unknown.

This point is of incalculable importance. The hop acreage in the county quadrupled last year. The crop is readily marketed. Dealers come to the yards and pay gold coin for the crop as certainly as it is raised. One yearling yard yielded 1,200 pounds to the acre this year. A grower received over ten thousand dollars for his hops last month, off of less than thirty acres. Under the Yakima Irrigating and Improvement Company's canals all kinds of deciduous trees have reached perfection and are now affording shade. Large peach and apricot trees are bearing luscious fruit. Kennewick's opportunities as a business center are wonderful.

Two miles south of Kennewick and about opposite the center of the Kennewick Valley, the great navigable Snake River empties into the Columbia. The Northern Pacific Railroad bridge across the Columbia is at this point and the Union Pacific Railroad, the Oregon Railway & Navigation Company's line, and the Walla Walla Railroad are accessible. The markets are the best and surest in the West. There is no fruit country between the Yakima Irrigating and Improvement Company's lands and the mining districts of the Northwest.

A. B.



To Prevent Night Cough.

When coughing at night is particularly troublesome the thorough warming of the bed previous to its being occupied will often avert an attack. The taking of a warm drink, preferably a glass of hot milk, before retiring, or, better, after getting in bed, is equally as good. The opportunity to warm a bed is not always possible, but it is generally very easy to procure a hot drink of some kind, no matter where one happens to be. One of the nicest ways to warm a bed is by ironing the lower sheet, and as much of the upper one as is thrown back when the bed is opened. After this is done quickly draw up the bed clothing and place the bottles of hot water or the old fashioned warm log or bricks in between the ironed sheets. Persons with consumption and heart disease will secure untold comfort and many restful nights if they always go to warm beds to seek repose.—*Providence Journal*.

A Rich Onyx Ledge.

Samples of a very beautiful onyx were shown in the city recently from a fine deposit recently discovered near the base of Mount St. Helens. The ledge was discovered accidentally by a horse knocking off a piece where it protruded through a trail that has been traveled from the time of the earliest settlement of the valley. It has been prospected far enough to show that there is enough there to supply all possible demands for some generations, one ledge being nearly thirty inches thick and very prettily veined. Samples have been sent to New York and Philadelphia and the replies returned are to the effect that it is worth from \$1 to \$20 per cubic foot, provided it can be got out in blocks at least eight by twelve inches square. It can be got out in blocks of almost any size wanted, not only by square feet and inches, but by square yards. The finders put off one blast in the ledge that has loosened about seventy-five tons of it, which is now ready for shipment.—*Tacoma Ledger*.

What it Costs to Run Dining Cars.

Dining cars are generally run at a loss and are attached to trains simply as a matter of attraction. A steward, four cooks and five waiters are attached to each car. The food costs from \$1,000 to \$1,500 a month. It costs from \$16,000 to \$22,000 a year to run one of these cars, exclusive of the wear and tear on the property and incidentals. In some places, and particularly in the South, sleepers are also run at a loss. A sleeping car leaving New York for Chicago is supplied with 120 sheets, 120 pillow slips and 120 towels. The washing is done in different cities, and is given out in great quantities at the low rate of \$1 per 100 pieces. An equipment of linen, which lasts a year, is purchased in amounts of \$50,000 worth at a time. One company, for 700 cars, uses every thirty days 2,400 dozen cakes of toilet soap, 1,200 dozen boxes of matches, 35 dozen hair brushes, 50 dozen whisks, 60 dozen combs, and a vast number of sponges and feather dusters. Porters receive from \$30 to \$50 a month.

Crows' Language.

A good many days spent in berrying, gardening, loafing and such like profitable employments in the country have convinced the listener, says the *Boston Transcript*, of the perfect truth of the theory that crows have a complete language of their own—or at least an elaborate code of

signals, in which one sort of sound always stands for one thing and another sound for another thing and so on. Whenever a crow, crying over a wood, sees a man somewhere below, he always utters a peculiar and particularly guttural cry, which is answered in the same tone by other crows within hearing. This cry means "A man down here!" as plainly as anything could mean it. You will never hear exactly the same word under any other circumstances. The Indians often detected an ambush, or became aware that a solitary enemy or pursued person lurked in a certain spot, through this tell tale cry of the crows. The crows have certain other words which you will learn to distinguish perfectly if you hear them often enough. There is a certain short, sharp, high, very explosive "Ha! Ha! Ha!" which the listener would say meant "play" because it is oftenest heard when the crows seem to be gyrating about in the air for mere pleasure. You hear one fellow, sitting in the dead top of a hemlock tree, calling out his "Ha! Ha! Ha!" Another answers "Ha! Ha! Ha!" from some upland pasture, and in a minute they are swinging playfully together away up in the air. Take a lot of them together in a tree, and they chatter and squawk and cluck and babble in a way entirely suggestive of continuous and free conversation. And their love-making notes are simply irresistible.

The Power of Mind Over Matter.

A writer for the *Record*, who was formerly afflicted with chronic insomnia, effected a permanent cure by means of what he calls the hypnotic method, and gives his recipe with illustrations for the benefit of many sufferers from the tortures of prolonged wakefulness. Its worth may be easily tested by any one with will power. That many eminent men—Napoleon, Horace Greeley, and W. H. Seward, for example—possessed the secret of going to sleep at will is well known.

In using the following directions the only caution necessary is that before the hypnotic sleep merges into natural slumber the sleeper is apt to answer unconsciously any questions that may be gently asked, and thereby reveal secrets that might perhaps cause domestic disturbance. But the innocent need have no fears. Lie on your right side, close the eyes gently; forget that the lids are barriers to seeing, and turn your eyes inward and downward, so that you can see your breath as if it were vapor leaving your nostrils and curling off in the air. Then watch it return up the nostrils, and then out again. Concentrate your powers of vision until you seem actually to see this, then you are asleep.—*Philadelphia Record*.

Use and Misuse of Tobacco.

Tobacco leaves contain principles common to all vegetable substances, such as starch, sugar, organic acids, salts, etc., and a peculiar alkaloid to which the plant owes its special qualities, called nicotine. Among the volatile principles that pass into the smoke along with nicotine are hydrocyanic acid and carbonic acid. Of these a notable amount is absorbed by rapid smokers swallowing the smoke, the gas passing into the circulation. These facts go far to explaining the accidents that sometimes occur after hours passed in a medium saturated with tobacco, and even without smoking; and also explain the phenomena of intoxication produced by eating food left for a long time in a similarly vitiated air. The decoction of tobacco destroys life in a time short in proportion to the strength of the dose. Tobacco may also poison through the lungs and through the skin. Smoking, which has had many imaginary ills laid to its door, is really responsible for attacks of suffocation, like angina pectoris, for nicotine amylopia, for glaucoma pharyngitis, for a special form of asthma, and for epibolloma in

the predisposed. Nearly all excessive smokers are dyspeptics. Smoking is bad for everybody, especially for women and children. At the same time why paint it blacker than it is? Tobacco has never led the reason astray, destroyed the will or perverted sensibility. The most hardened smoker enjoys perfect clearness of mind. Then the habit of smoking, unlike alcoholism and morphinomania, can be broken up permanently. Tobacco has none of the seductions and dangers of opium and hasheesh, of ether, chloral and alcohol. Its action on the nervous system is weak and wholly especial. It does not put to sleep, but it calms and modifies the sensibility of the organs. It causes an agreeable torpor, during which thought continues lucid and the capacity for work is undiminished. Such is the attraction that it exercises, and which causes it to be sought for by so many thinkers and students.—*Medical Record*.

Swedish Coins.

A Western coin dealer has recently obtained a very curious lot of copper coins from Sweden for the collection which he is making for the World's Fair. They were coined during the sixteen century when Sweden adopted a rule that the circulating medium should be nothing but copper. The coins are great flat pieces roughly cut into squares. The smallest is four inches square and worth thirty cents, and the largest over a foot square and with a face value of \$4. Each slab is stamped in several places with an inscription giving its date of issue and denomination. The largest weighs over four pounds. When this coin was in circulation ladies out shopping had to have servants in attendance to carry their purses.

What to Do.

Cultivate dress as a fine art, for minute attention to personal adornment and elegance of toilet is the duty of every man or woman in civilized society. It is the outward show that enables the world to judge of us personally, our character, refinement and condition, of the station in life in which we are thrown. It is a duty we owe our family, our friends and the world at large. It is the passport to good breeding and the support of fine manners.

Never eat bonbons or confections of any kind on the street, in vehicles or in public places. Munching sweets is considered by all refined and intelligent persons as ill-bred and provincial. Study repose of manner. Swinging of arms, humming of tunes, frequent contortions of the face and restlessness of feet and hands are not only very trying to your family, but they are a source of irritation and annoyance to others.

After visiting an out-of-town house a letter sent within a week is equivalent to a call.

Never discuss yourself, your servants or domestic affairs. In polite circles conversation is of a nature so general that continual talking of one's self is considered ill-bred and vulgar.

Never interrupt conversation at any time or in any place. A good listener is a great boon to mankind. There is a code of rules which is the result of all these social observances. A sentence, an incident, an opinion expressed should be given without interruption.

Be careful in carrying small bundles or parcels on which the name of the shopkeeper appears. A silk bag for these small purchases obviates this difficulty and makes for the buyer a helpful article in traveling or shopping.

It is not necessary at all times to offer your seat to a lady in a street car or omnibus, but there are two cases when it should be the inevitable rule—an elderly person or a woman with a child in her arms. To either this courtesy should be extended. Consideration for age and helplessness is always appreciated.—*Harper's Bazar*.

HOW SUPERIOR HAS GROWN DURING THE PAST YEAR.

BY E. V. SMALLEY.

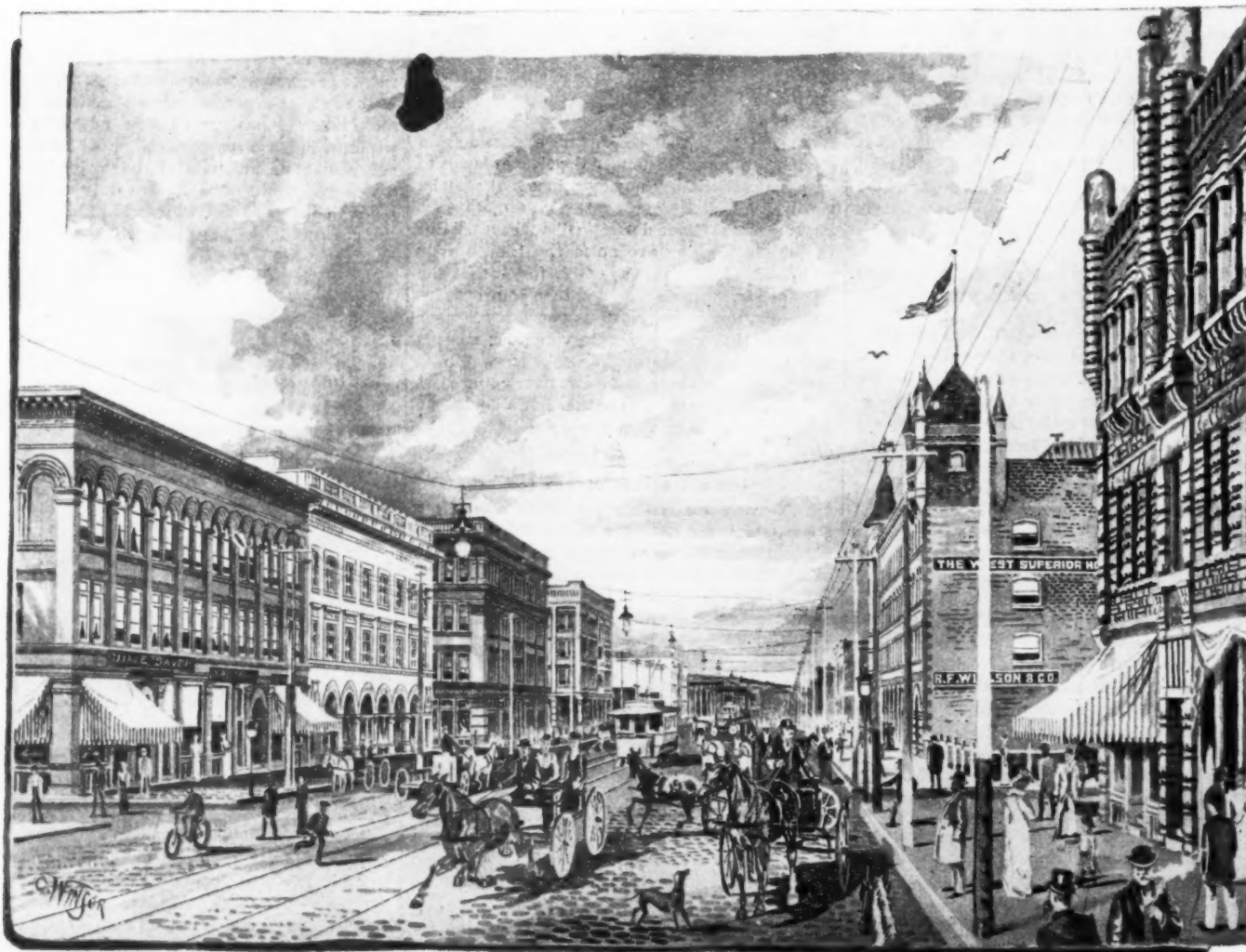
All the world knows that an important focus of commercial and manufacturing activity has come into existence with phenomenal rapidity, during the past decade, at the head of Lake Superior. Most people know that this new center of large business energies is dual in its character—that it comprises two cities separated by a State boundary line and by the natural division of a remarkable land-locked harbor formed by two bays and a river—that Duluth is the name of the Minnesota division of this two-fold metropolis and Superior that of the Wisconsin division. In some respects Duluth and Superior form a single city. The wheat stored in the elevators of one is bought and sold in the grain exchange of the other. Vessels may take part of their cargo at one place and the rest at the other. The great coal companies which furnish from Ohio and Pennsylvania mines the fuel of the entire Northwest have docks on both sides of the harbor. There is a constant flow of people back and forth between the two towns, bent on errands of business or pleasure. Yet no future union is possible, by reason of the barrier of the State boundary line, and each place seeks earnestly its own growth and advantage and is jealous of the success of its neighbor across the water. Duluth has at present about 50,000 inhabitants and Superior about 30,000. Each has grown with marvellous rapidity, but the conversion of Superior from a dead village into a city did not begin un-

til after Duluth had secured its docks, its elevators, its railroads and its shipping movement; and when it did begin it took hold of a tract of forest and changed it in a few years to a well-built town, with handsome streets, big factories, towering elevators and enormous docks.

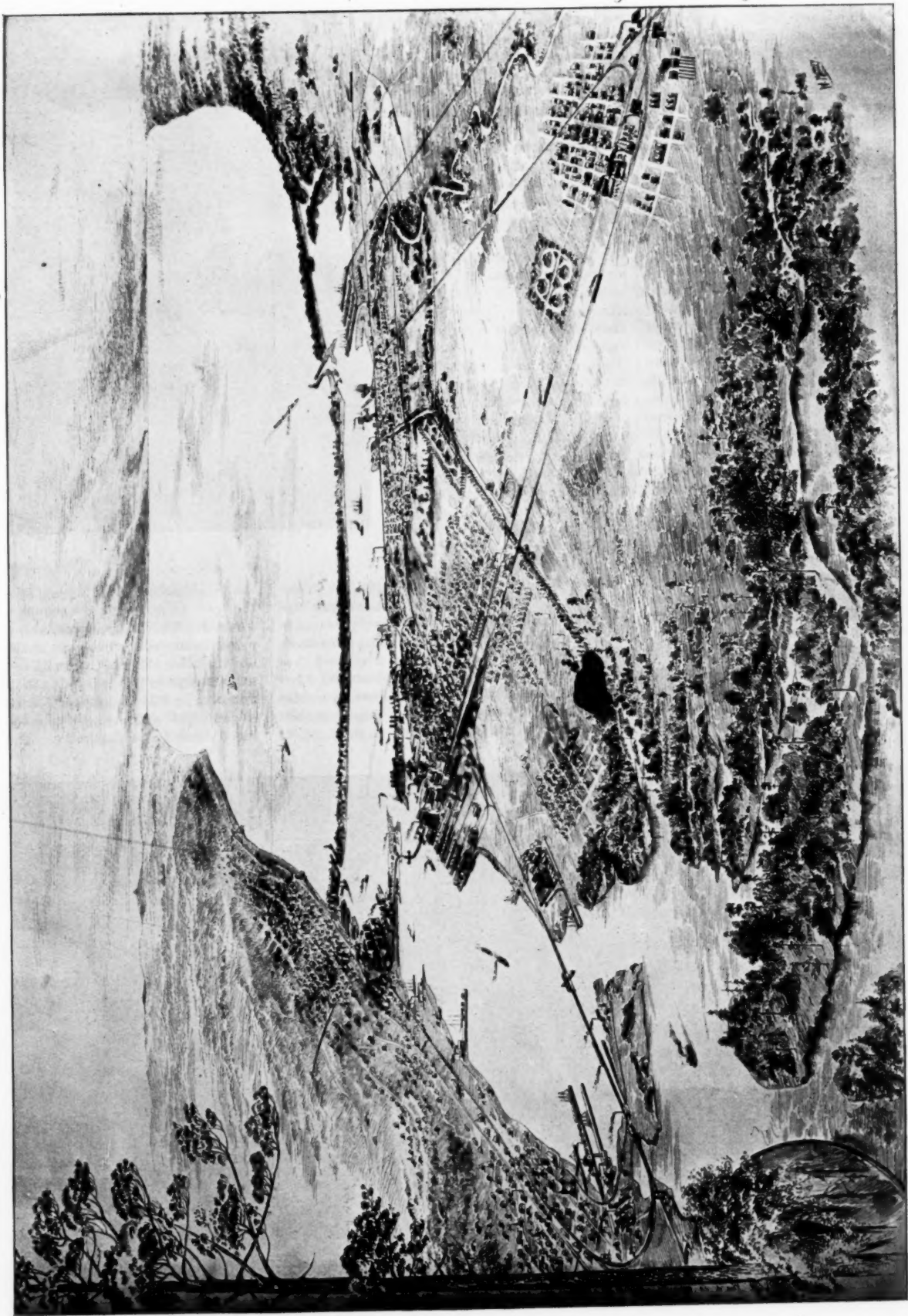
In this article we shall speak only of the Superior end of this wonderful dual city at the head of the lakes. Old Superior dates back to the fifties, and was but a speck in the wilderness for nearly a generation. The Superior of to-day, which includes the old village at the harbor entrance and comprises all the population and business movement along over ten miles of water-frontage on the bays of Allouez, Superior and St. Louis, did not start on its career until 1884, when the woods were cleared and streets opened on the end of the blunt triangle of land facing Duluth. West Superior, the new center of railroads, lake commerce and manufacturing is now united in one municipality with Old Superior, called the East End, and with South Superior, a smart manufacturing suburb, supported by wagon-works and stove-works. Electric lines join all the populous districts of the new consolidated city, and steam lines and ferries connect them with Duluth. At the West End is the principal business street and here also are the five grain elevators, four flouring mills, coal and merchandise docks, the great steel barge shipyard and the steel works. At the East End are the huge iron ore docks, coal docks and three flouring mills. From the Euclid House at the East End to the West Superior, the leading West End hotel, the time by electric car is only fifteen minutes. There is no demarkation between these ends of the city in the way of

a broad strip of unbuild territory. Between the West End and South Superior, however, there is a stretch of nearly two miles of open country. Other outlying districts of the new city are the Steel Plant, where three thousand people live and work at a distance of about a mile from the business center of the West End, and Conner's Point, a long, narrow tongue of land occupied by sawmills and their employees and connected with the main body of the town by a bridge. These two districts, however, have always been included as parts of West Superior, although having somewhat of a distinct geographical individuality.

The site of Superior is remarkably favorable for city building, and this fact has been a strong factor in its growth. It is a plateau sloping just enough to the water for good drainage and traversed here and there by shallow ravines or coulees which serve as aids to the drainage system. On two sides of the broad triangle of land which the city occupies there is deep navigable water and reaching nearly a mile inland is a long arm or inlet known as Howard's Pocket, on which is located the great steel barge plant. A shorter inlet called Tower Slip affords water-frontage for the new flouring mills at the West End. Along the Bay of St. Louis are the five grain elevators, the huge coal docks, the oil docks and the merchandise docks and there is ample room for the further march of commerce along the shore line up the bay towards the steel works. The sawmills and lumber yards occupy both the water fronts of Conner's Point. On the Bay of Superior side of the city there is a great deal of unoccupied water front for future docks and factories



SUPERIOR.—VIEW ON TOWER AVENUE, WEST SUPERIOR.



MAP PICTURE OF SUPERIOR, WISCONSIN, SHOWING ITS REMARKABLE HARBOR ADVANTAGES.

between the Point and the new flouring mills at the East End. The level ground of the plateau gives the numerous railways ample space for their tracks, yards and freight warehouses and their spur tracks run out upon the docks and alongside the mills and factories. The great, notable and unique advantage of the site of Superior for the development of manufacturing and commercial movement lies in the fact that every sort of concern requiring good shipping facilities can build its plant where the lake steamers can load and unload on one side and the freight cars on the other. It is this fact, supplemented by liberal and energetic management of town-site interests, that has produced the surprising growth of the past few years.

PROGRESS AT THE WEST END.

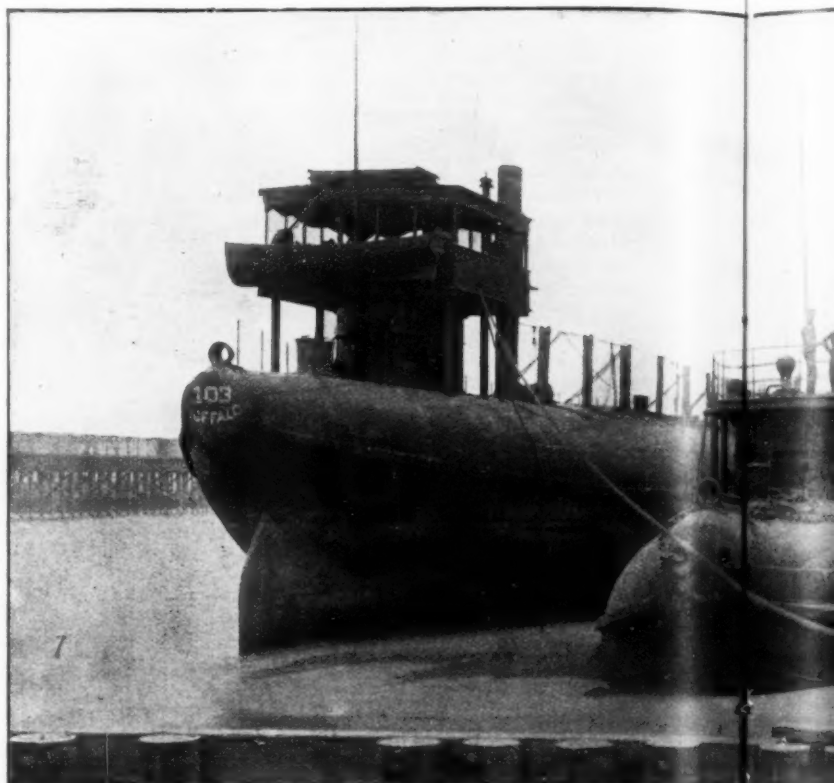
Two manufacturing plants of very great importance were located in West Superior at an early date in the history of the place. The first was Capt. McDougall's shipyard for the building of his peculiar craft known as the whaleback, and the second was the steel plant where the ribs, beams and plates of these vessels are made. These concerns alone employ workmen enough to make, with their families, a considerable town. The grain elevators, the coal docks and the saw mills came about the same time to employ another army of people, so that the new town sprang as if by miracle, under the magic touch of enterprise, into vigorous life. At the barge works twenty-seven vessels have been completed and added to the freight-carrying fleet of the lakes and three more are now under construction. As an economical carrier the whaleback has made for itself a place, in the face of all conservative scepticism and opposition. It is capacious, fast and seaworthy. Ugly in appearance and devoid of all attempts at ornament and beauty, it represents in marine architecture the materialistic spirit of modern times. It is, in fact, a huge, cigar-like steel tank, with machinery in its stern and cabins perched above for the housing of its crew. Its shape offers the least possible resist-

ance to winds and waves. No opposing force of air or water strikes it at a right angle. Everywhere there is a curved surface presented to ward off the blows. All the whalebacks are exclusive freight boats except the Christopher Columbus, which has a cabin for passengers extending over its whole length and supported on steel turrets. This craft will find its first use in carrying passengers back and forth between Chicago and the World's Fair grounds and will subsequently be placed in regular service between Duluth-Superior and Buffalo. The whaleback yards are a vast hive of industry, ringing with the sound of hundreds of hammers, bolting together the parts of the new vessels. Both the building and running of these novel craft are under the personal supervision of their inventor, Capt. McDougall. Our illustrations comprise a view in the steel barge yards showing vessels on the stocks, the interior of a whaleback, exhibiting the peculiarity of its construction, and four vessels completed and afloat.

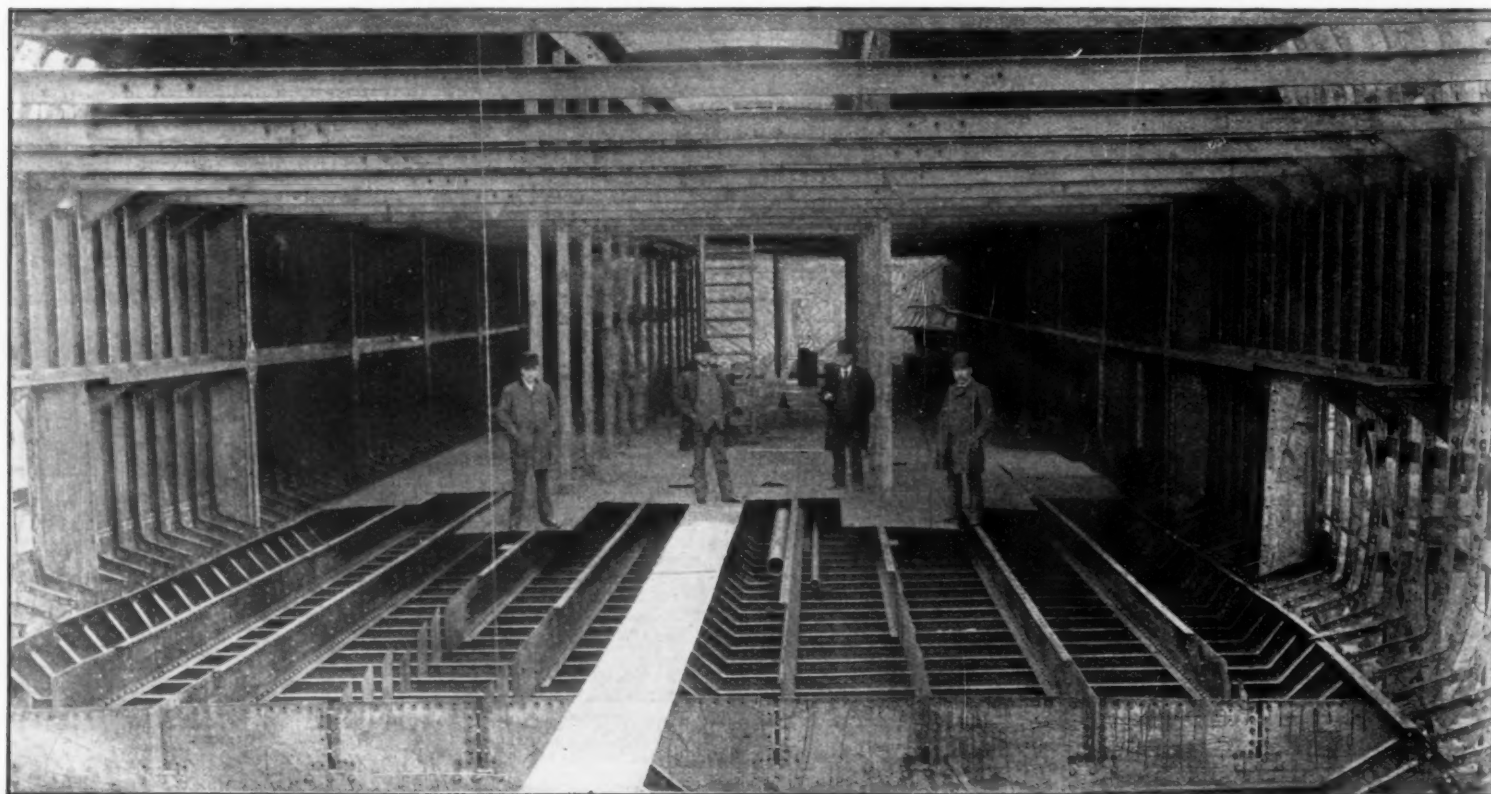
A new industry has come to Superior during the past eighteen months, the future influence of which in promoting the growth of the city can hardly be foretold. A general conviction that the head

of Lake Superior is the best point for flour milling in the United States has been gaining ground in milling circles for some years and all at once it ripened into action. The success of the big Imperial mill at Duluth confirmed the theory. It was demonstrated that flour could be manufactured and placed on shipboard at a cost of from ten to fifteen cents a barrel less than the Minneapolis figures. In other words the head of

the lake has an advantage equal to the cost of the rail haul from Minneapolis to the lake steamer. The railroads deliver wheat from all points in the hard wheat belt at the Lake Superior cities for the same rates charged from the same points to Minneapolis. Milling has culminated in Minneapolis, say the millers themselves. Not a single new mill has been built in those cities for twelve years. The future great



SUPERIOR.—TWO WHALEBACKS AT A DOCK.



INTERIOR OF A WHALEBACK STEAMER UNDER CONSTRUCTION.



WHEATRAKERS AT A COAL DOCK.

milling point must be where the mills can take what they want of the great flow of wheat that seeks the head of navigation by the force of a natural law of commerce and can load their flour on vessels from the mill doors. The elevators of Superior and Duluth handled 50,000,000 bushels of wheat during the crop year of 1892. That was a phenomenal year, but the normal amount is nearly 35,000,000 bushels. This is the best wheat

in the world for making the highest grade of flour. Now the logic is irresistible that mills located where they can take what they want from this river of golden grain pouring in and out of the elevators and at the same time have the advantage of the longest water-haul to Eastern markets, will enjoy a decided advantage, and, consequently, the cheapest transportation. Superior is able to offer free sites for mills with tracks on one side and water front on the other.

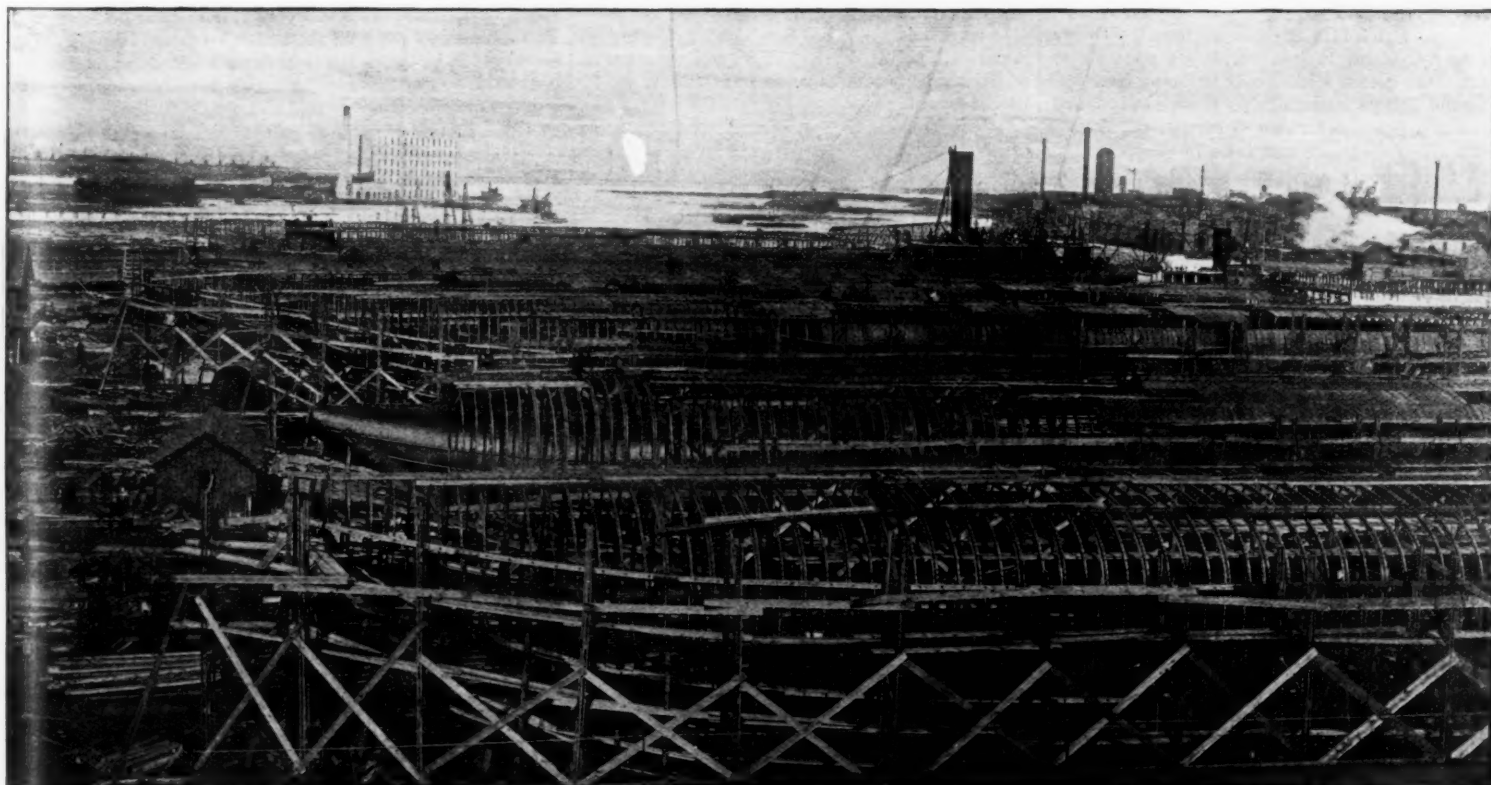
During the past few months three large, first-class mills have been erected or started at West Superior and three more at the East End. The new West End mills are the Freeman, the Grand Republic and the Minkota, with a combined grinding capacity of 5,300 barrels daily. At the East End the new mills are the Lake Superior, the Listman and the Anchor, whose combined capacity is 6,500 barrels. Add the old Gill & Wright mill at the West End, capacity 600 barrels, and we have a grinding capacity at the new milling center of 12,400 barrels a day. Add to this the capacity of the two mills at Duluth, 6,500 barrels, and it appears that the head of the lake will have by the spring of the present year a

capacity of 18,900 barrels a day, or very nearly half the capacity of the mills of Minneapolis, which are rated at 40,000 barrels. This is a surprising development and it has come so fast that very few people outside of milling circles are informed concerning it. Yet it is a natural and inevitable result of the settlement of the great wheat belt of the Northwest and the building of railroads to the point where the deep-water na-

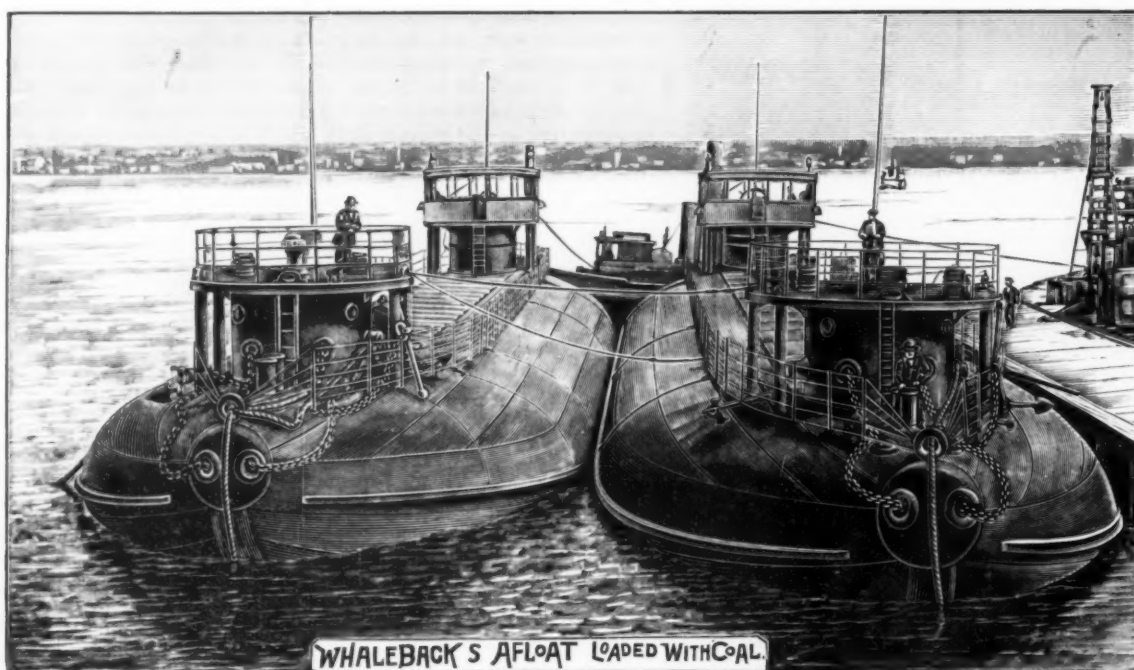
vigation of the Great Lakes penetrates farthest into the continent.

In the line of general progress a great deal might be written of the record of 1892 in West Superior, if space permitted. An iron furnace has been secured and will be erected the coming season. It is in fact a removal of an old concern from Black River Falls, Wisconsin, that of the Yorke Iron Company, which does not find ore in its old field of operations that can compete with the new ores of the Mesaba Range, which will be delivered at Superior at about \$2 per ton. A barrel factory will begin operations in a few weeks to supply the demands of the new mills. A bag factory will follow at once. A wholesale grocery house has been established, making the second in this line of trade. There is a new wholesale hardware concern. The banks have greatly increased their capital, so that the combined banking capital of the city is now nearly twice what it was a year ago. Seven business blocks have been erected on Tower Avenue during the year and this handsome, hundred-feet wide street is now pretty solidly built up for a mile, with very few gaps yet to fill. It is a lively thoroughfare at all hours from morn till midnight. One new railroad, the Duluth, South Shore & Atlantic, has come in, and another, the Duluth & Winnipeg, will begin running regular trains to the water front of Superior Bay very soon, bringing down the ore from the Mesaba. This will make six railroads that run to Superior. In public improvements the city has made great strides. Several high, handsome school buildings have been put up. In street paving, sewerage, electric light extension, sidewalks, etc., a great amount of work has been done.

Most of the land at the west end of town was originally owned by the Land and River Improvement Company, of which R. J. Wemyss, formerly Assistant Land Commissioner of the Northern Pacific, is the vice-president and manager. This company went to work to make a city scientifically. Much of the remarkable growth of Superior can be traced directly to its liberal and energetic policy. Its original stock



VIEW IN THE SHIP YARDS OF THE AMERICAN STEEL BARGE COMPANY AT WEST SUPERIOR.



WHALEBACKS AFLOAT LOADED WITH COAL.

capital, never increased, was \$750,000, of which \$500,000 was held in the treasury. It has paid numerous dividends and its present assets are valued at \$15,000,000.

THIRTY MORE WHALEBACKS.

An order has just been given to the American Steel Barge Company to construct thirty more whalebacks with all possible dispatch. This order is the result of the formation of a very strong combination of mining and transportation interests, which includes the Rockefeller and Colby combination of Eastern capitalists, the barge company, the Merritt railroad to the Mesaba Range and a number of important developed iron properties and its purpose is to provide for a possible repeal of the duty on foreign iron ores which is to be expected from the Democratic ascendancy in Congress. It is proposed to so reduce the cost of mining and shipping from the Mesaba Range as to enable these newly-found ores to compete as far east as Pittsburg with ores from Spain and Cuba in case the tariff should be wholly abolished. The new combination of interests was organized by A. D. Thompson of Duluth, and it pledges a capital of \$10,000,000 to carry out its plans. The Merritt road will be brought down to some point on the harbor at the head of Lake Superior and will be double-tracked. An interchange of stocks in mines, railroad and barge company has taken place to unify the various interests involved. Royalties will be reduced at the mines from the present averages of fifty to sixty cents per ton to thirty-five cents. This is feasible, as the lessees can in most cases throw up the present leases by giving sixty days notice and take up properties more recently discovered at lower rates. In fact the competition for the first leases resulted in much higher prices than the present outlook of the iron trade will warrant. The iron range is much more extensive than was supposed a year ago and companies prepared to go to work promptly and mine extensively can now have their pick of many good properties.

The ultimate effect of the new com-

bination will be not only to largely increase the production of the range and the movement of ore to Cleveland from the head of the lake, but it will undoubtedly lead to the building of furnaces and rolling mills as fast as this can be done with a shrewd business idea to the consumption of iron and iron products in the West. It is confidently predicted by level-headed men that the great iron field of the Mesaba will add 150,000 people to the combined population of Duluth and Superior during the next ten years. Superior, with her manifest advantages of level sites for factories and large unoccupied harbor frontage, certainly stands an excellent chance to get the larger share of this new growth.

THE DOCKS OF SUPERIOR.

In an article on "The New Milling Center of America," published in the December number of an Indianapolis magazine entitled *Milling*, W. F. Street says:



CAPT. ALEX. M'DOUGALL, INVENTOR OF THE WHALEBACK.

A recent article by Murat Halstead, on the city of Hamburg, characterizes it as a Northern Venice. There is some aptness in the analogy, and standing upon the tableland which fronts Lake Superior at Superior, Wis., watching the building of mills and elevators out into the bay a quarter of a mile, with quays and slips; after cruising in the great harbor, around which are grouped the cities of Superior and Duluth, with all their suburban satellites; a cruise which surprises one by its display of long coal, merchandise, lumber and ore docks, reaching into the water in some instances a full half mile, with room alongside for a dozen large lake vessels, one readily discovers here another analogy of the same sort. In these fresh-water harbors the docks or quays are made of timber "cribs" filled with stone, or of piling backed by sand and gravel. The submerged parts do not suffer from sea insects, as on the coast, but will remain sound for centuries. They are used as foundations for gigantic elevators, and for coal and ore docks that sustain thousands of tons weight. At Superior the slips for ships are long and apparently independent waterways, formed by the projection of docks into the bays. Upon one side of a slip 2,000 feet in length, are flour sheds, where frequently three or four large steamers tie up at one time and take on a total of 5,000 barrels of flour; while upon the other side as many more vessels are discharging coal or loading wheat from an elevator. A hasty estimate enables me to say that in this one slip ten of the largest lake steamers could arrive at one time with varied cargoes; could in twelve hours discharge 8,000 tons of coal and 10,000 tons of merchandise, and in another twelve hours carry out 400,000 bush. of wheat and 125,000 barrels of flour. I read in a recent article in *Milling* that the quays upon the Liverpool side of the River Mersey were seven miles in length. I at once estimated the water frontage of the docks of Superior and found that it amounted to but a trifle less than seven miles. And yet dock construction has only fairly begun at this place. When the full harbor frontage is lined with docks there will be "slip" accommoda-



SUPERIOR.—THE WEST SUPERIOR HOTEL.

tion for more vessels than ever harbored at one time between Harlem River and Bedloe's Island. And the numberless inner waterways, lined upon both sides by mills, factories and trading houses, will make of this another Northern Venice, perhaps even more attractive than magnificent Hamburg.

The fact that all other vantage points have been heretofore utilized, Superior, being at the final head of deep-water navigation in this country, and the last possible great marine city in the interior of the continent, has begun pushing its head above the horizon, and giving the full force of its meaning to that great geographical fact, which is the harbinger and prophet of the city's fortunes. To the flour milling fraternity this is of peculiar significance, as this port is 300 miles farther into the hard wheat regions than either Milwaukee or Chicago, and the constantly increasing acreage sown with that cereal in the Northwestern States must find its highest market price at this nearest deep-water port. The steamship is something of a savage in its competition with the railways, and cuts them off short at the nearest water's edge.

PROGRESS AT THE EAST END.

The East End of Superior is also called the Old Town, by reason of its early settlement. It was platted before the war by a company made up largely of Kentuckians, before a railroad had reached any point on Lake Superior, but it long lay dormant as a remote frontier village reached only by steamboats from the lower lakes or by trails through the Minnesota and Wisconsin woods. It fronts the original and natural entrance to the Bay of Superior. On one side it rests on the Bay of Allouez, which is an estuary of Superior and the Nemadji River. It stretches along the shore of the Bay of Superior northward and westward, and merges

into the West End of town without any natural division or unbuilt region to form a boundary. The site is nearly level, save for a gentle slope towards the water and is well adapted for the symmetrical growth of a city. Along the water front the streets command fine views over the two bays and across Minnesota and Wisconsin Points out to the open lake. Both the bays afford deep water for navigation and their shores offer favorable sites for wharves, mills and factories accessible to both rail and water transportation.

While there is neither a municipal nor a nat-

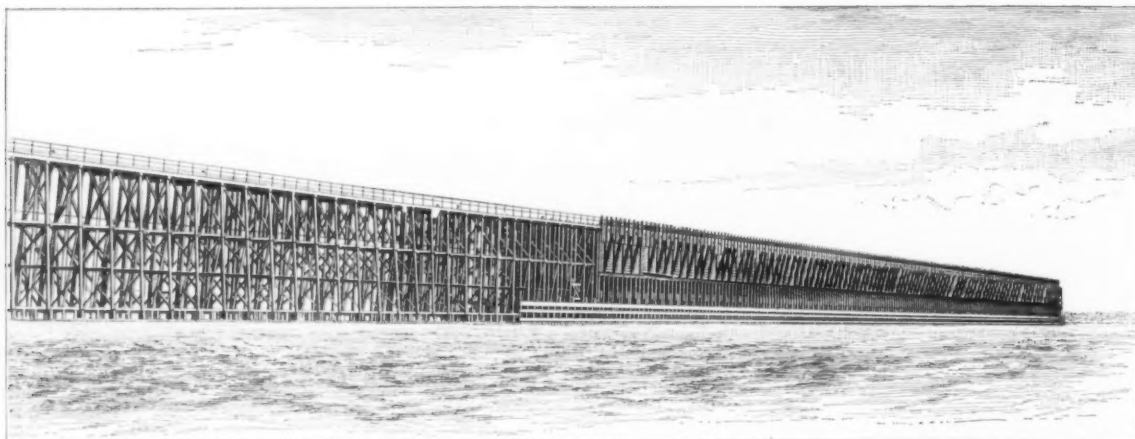
ural division line between the two ends of the consolidated city of Superior the East End has its own business center, with a large hotel, the Euclid, with many substantial business blocks, with railway stations, post office, wharves, mills and factories. It has therefore, an individual business life of its own and its land ownership interests lead to active efforts to attract to it new industries and population and to make the most of its great natural advantages. A desire to secure for the place a fair share in the large business movements in progress at the head of the lake led to

the formation of the Superior Consolidated Land Company. Into this corporation all of the large property holders in the old town and many of the smaller ones, put their unimproved lots, taking stock in exchange. A working capital was raised and the company was thus placed at the start on a solid foundation. Its President and General Manager is Francis B. Clarke, of St. Paul, formerly Traffic Manager of the Chicago, St. Paul, Minneapolis and Omaha Railroad. Henry S. Butler is Vice-President, E. B. Manwaring Attorney, Frank E. Hansen Secretary, and John A. Bardon Treasurer. The Board of Directors consists of James Stinson, of Chicago, Horace S. Walbridge, of Toledo, Chas. E. Speer, of Pittsburgh, Victor Guillou, of Philadelphia, Chas. M. Mathews, of Washington, Francis B. Briggs and Anson Maltby, of New York, F. W. Wilsey, F. B. Clarke and R. C. Jefferson, of St. Paul, James Bardon and Henry S. Butler, of Superior.

The land company can show excellent results for its labors. It secured last year the lake terminus of the Duluth and Winnipeg Railroad, which has built a great iron ore dock on Allouez Bay and shipped from it the first cargo of ore brought from the Mesaba Range just before the close of navigation. The dock has sixty pockets of a capacity of 180 tons each, but



THE OPERA HOUSE AT WEST SUPERIOR.



SUPERIOR.—IRON ORE DOCK OF THE DULUTH & WINNIPEG RAILROAD, AT THE EAST END.

it is going to be so inadequate for the great ore movement that will begin in the spring that before it was finished arrangements were made for its extension to 2,000 feet in length, with 400 pockets, making its total ore capacity 720,000 tons. When completed it will rival in dimensions the great docks at Ashland from which the Gobeble ore is shipped. The time cannot be far distant when a considerable part of the ore output of the Mesaba Range will be made into iron at Superior. Figures prove this prediction. It costs four dollars a ton to take the ore from Superior to the Pennsylvania and Ohio furnaces and five dollars a ton to bring the pig iron back. The fuel saving in Eastern furnaces over furnaces at Superior is from \$1.35 to \$1.60 per ton of pig metal. The conclusion is irresistible that on all iron to be marketed in the Northwest the saving by manufacturing at the head of Lake Superior would be about seven dollars a ton. Eastern ironmasters are beginning to study these facts with care.

Of importance still greater than the building of the ore docks at the East End is the erection during the past year of three large flouring mills. The largest of these mills is the Lake Superior, owned by the Daisy Roller Mills Company, of Milwaukee, the stock of which is controlled by the E. P. Allis Company, probably the greatest mill machinery manufacturing concern in the world. This company has made a model mill of the Lake Superior, its purpose being to make of it an exhibit mill to which it can refer all practical millers for the very best methods of construction and the very best machinery. It would probably not be extravagant to say that this is the handsomest mill in the country. Its grinding capacity is 6,000 barrels per day. The Anchor Mill is owned by R. M. Todd, an experienced miller, formerly of Albert Lea, Minn. Its capacity is 4,000 barrels. The Listman Mill is owned by Wm. Listman, the well-known LaCrosse miller, and will grind 3,000 barrels a day. Each mill has its own grain elevator. The storage capacity of these elevators is as follows: Lake Superior, 500,000 bushels; Anchor, 75,000; Listman, 135,000 bushels. The mills stand upon a long wharf, running out into the bay. They form with their elevators what is beyond doubt the most attractive milling plant to be seen anywhere in the country. The Northern Pacific has extended its tracks to them and their contracts with that road provide for the switching of cars at a very low rate from all other roads entering Superior. From the flour sheds at the sides of the mills the barrels of flour will be rolled to the steamers lying alongside them. The advantages of grinding wheat here over points from which the flour must be shipped by rail to reach the cheap water route to Eastern markets, are too

evident to require argument. These advantages have already resulted in the erection of so many mills at Superior that when they get to work next spring it will leap at one bound into the position of the second milling point in the West.

The construction work on all three of the East End mills and also on the elevators attached to them was done by the Barnett & Record Company, of Minneapolis, and the machinery was furnished by the E. P. Allis Company, of Milwaukee.

A cooperage shop will be built immediately on Newton Avenue and Eighteenth Street, facing the N. P. track, to make barrels for the new mills. The Geo. H. Christian Company, of Minneapolis are to operate it.

The East End coal dock, owned by the Northern Pacific, is used by both the Youghioghney and the Lehigh companies.

PROGRESS IN THE CITY AT LARGE.

Superior has now twenty-two miles of electric railway, five of which were built during the past

year. The cars are first-class and service is good.

An increase of at least 8,000 in population is expected as direct result of the new flouring mills.

The largest dry-dock on the lakes was built last summer as an adjunct to the steel shipyard.

The six twelve-room school houses now being erected will cost over \$200,000.

A union passenger depot is talked of in railway circles and will soon become a necessity.

All Superior people feel confident that their city will have 100,000 inhabitants by the year 1900.

The magnitude of the commerce of Superior is strikingly shown by the following figures from the last report of the Port Collector: In 1892 there were 1,940 arrivals and departures of vessels, against 1,610 in 1891. The coal receipts were 1,139,224 tons. Wheat shipments, 10,737,153. Flour shipments, 2,178,264 barrels. Lumber shipments, 6,690,050 feet. Oil received, 81,763 barrels. Sugar received, 76,863 barrels. Cargoes of general merchandize received, 205. Copper matte shipments, 7,724 tons.

Superior spent \$866,000 last year in grading,



SUPERIOR.—THE EUCLID HOTEL, AT THE EAST END.

paving, sewers, sidewalks, dredging and miscellaneous municipal improvements. It put down nearly nine miles of paving and the same length of main sewers.

Prominent among the leading concerns in their line is The Twohy Merchantile Company, wholesale grocers, whose office and warehouses are situated at Tower Slip. This establishment was opened as Twohy Brothers in St. Paul in 1880. Two years ago they moved to West Superior and incorporated under the present title. It was capitalized at \$100,000. Mr. Edmund Twohy is president, D. W. Twohy secretary and treasurer. The premises occupied comprise a fine two-story structure, 170x200 feet in dimensions. The stock embraces everything in staple, fancy, imported and domestic groceries, and employment is given to twenty-five hands, while seven travelers are operating throughout the Northwest territory. The trade, which is exclusively wholesale, is dis-

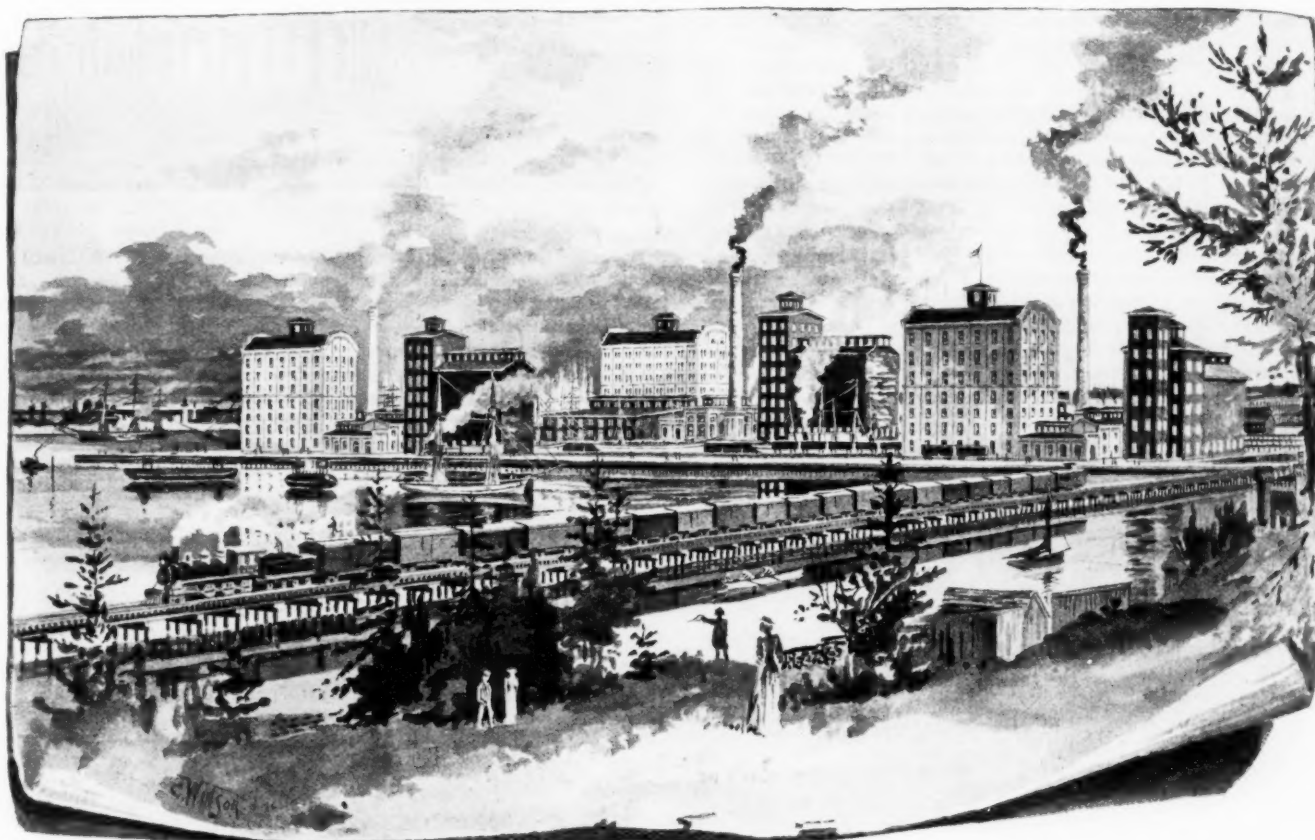
posits in case of necessity. A contingent liability of \$90,000 was also avoided as well.

The board of directors now consists of the following well known business men of Superior: James H. Agen, of The James H. Agen Co., financial agents; Jos. F. Merriam, Prest. South Superior Bank; John S. Badley, hardware; D. W. Dwyer, of Ross, Dwyer, Smith & Hanitch, attorneys, and the president, Thos. G. Alvord. Henry P. Peterson is the cashier. About the first of February the bank will remove to the new quarters in the Archie Block, now nearing completion at 617 Tower Avenue. It is safe to say that the Superior National Bank will take its place as one of the sound and flourishing financial institutions of that growing city.

HOW INDIANS PAY OLD DEBTS.

The Nanaimo, British Columbia, *Press* says:

face of this sheet of copper the Indians execute some most elaborate carving and a straight and prominent line is drawn across the center. The result of the palaver was that honor and justice prevailed, a six-year outlawing of debts was spurned with contempt, and "a copper" was brought out and placed in the open space between the sections. Then a great silence fell upon the multitude and all eyes were turned toward the door of an adjacent house. After a few minutes of this stoical silence the door opened and out rushed a large grizzly bear, and made straight for the "copper," which he picked up in his fore paws, and then, bear-like, gave it a long, strong hug, until the flat sheet of copper was nearly bent double. As the ends of the copper came together the chiefs of the tribes rose to their feet and at once took the "bended copper" from the bear, while several of the strong men took hold of Bruin and marched him back from whence he



GROUP OF FLOURING MILLS AND ELEVATORS AT SUPERIOR, EAST END.

tributed over the Northwest, and some idea of it may be gained from the statement that in 1891, they transacted over \$750,000 worth of business, and in 1892, a \$1,000,000 business.

The Superior National Bank, although one of the newer banks of the city, has had a history and an experience that proves it to be in the hands of men thoroughly able to manage and sustain it. It was organized in January, 1892. In April the president and cashier were removed. New names were substituted on the board of directors, and Thos. G. Alvord was elected president and placed in charge of the institution. Steps were at once taken to carry out the original plan, and to efface all trace of the bad and dishonest management of the previous officers, and place the bank on a sound financial footing. The remaining capital necessary to complete the amount to \$200,000 was paid in by Mr. Alvord. The rediscounts and bills payable to the amount of \$46,000 were promptly met at maturity, besides ample provision made to pay every dollar of

Rev. A. E. Green, who recently returned from a visit to the Cape Mudge Indians, gives the following description of the revival of the old "copper" custom for the payment of antiquated debts, for the Indians have not yet adopted the white man's principle of a six-year outlawry like their pale-faced brethren. On Sunday morning about 1,000 Indians assembled in separate sections, each section being about sixty feet apart. For about two hours a most excitable and spirited "wawa" took place among the Indians in regard to a number of potlach debts of from forty to fifty years' standing, which had not been yet finally adjusted. Among the early days the article of most power and value to the Indians is what is called by them "a copper." It is held to be equal in value to \$800 in money or merchandise, and was, and apparently still is, used in the payment of old debts. This "copper" is in fact a flat piece of soft copper, about $\frac{1}{8}$ of an inch thick, 2 $\frac{1}{2}$ feet in length, 12 inches in width at the bottom and tapering to 18 inches at the upper end. On the sur-

came. Then the silence was broken and the hum of many voices could be heard, while the chief proceeded to cut the copper into strips of about an inch in width by four inches in length. These were handed around, and thus the old debts were paid, the financial and social crisis was averted and peace and contentment again predominated. The memory of the dead had been respected and the ceremony closed.

The "make-up" of the grizzly bear would have made Barnum green with envy, for many of those present, who did not know what the ceremony meant, took it for a real wild grizzly which had stalked into their midst uninvited and unsolicited. That some were scared is to put it mild.

Mr. Green says there is now much better order in the camp; the native constables carry out Mr. Vowell's instructions not to allow white men to stay in the camp at night. This prevents much of the liquor selling.

The Indians have arranged for Mr. Galloway, the Methodist missionary, to take up his resi-

dence near the village, giving a beautiful site for church and school near the village. The lumber for the mission will be taken up from Grant's saw mill this week. The young people of the tribe are quite anxious for the establishment of the school.

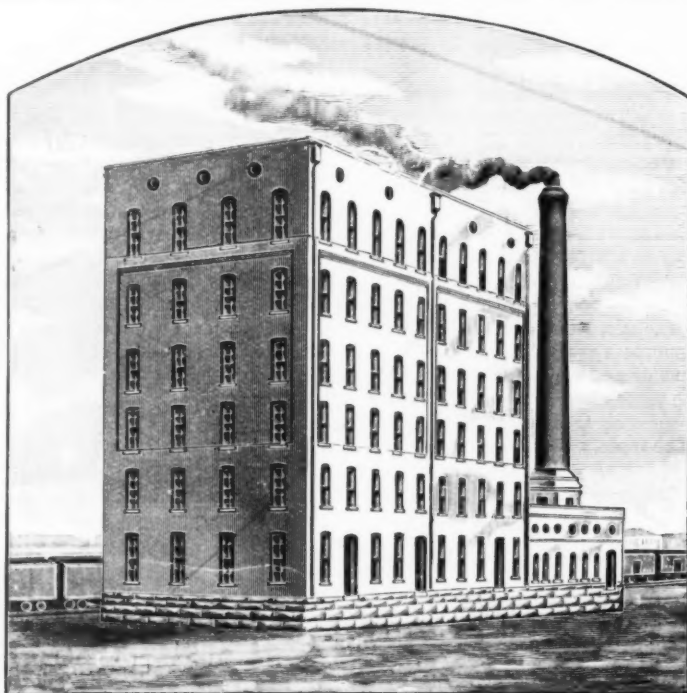
Assa, the chief, and his friends have deposited "a copper" with Mr. Galloway as a security or bail that they appear before the courts when called upon, in regard to the recent liquor troubles.

CHARLES L. COLBY AT EVERETT.

Charles L. Colby, of New York, is one of the most prominent promoters of the new town of Everett, on Puget Sound. At a banquet given to celebrate the opening of the Hotel Monte Cristo at that place he spoke as follows: "We are full of hope and courage. We think that what has been accomplished is miraculous, far beyond our expectations. I came out here two years ago. There were no streets, no business houses, no brick blocks, no hotels, no waterworks, no factories; but the situation was here. [Laughter and applause.] And it seemed to us there was no spot in the United States that looked so promising for a town, where people could put in their money with the assurance that it would come out all right. Now the business is here and the people are here—a class of people, let me say, that you will not find surpassed anywhere. Others have told me that they have never seen a better-looking class of young men than are to be found here in Everett. That lies at the foundation of all prosperity. Now, my friends, take all that has been done here and it is so astonishing that I hardly dare go back East and tell my friends about it. I suppose what you would like to know is what we are going to do. When we took hold of this project we laid out very large plans. We don't believe in boom towns, don't believe in get-

ting a large number of people here with nothing to do. Nothing is so bad as a boom. We started a number of enterprises, but only one has got fairly under way—the nail works. Another thing we undertook was the barge." Mr. Colby enlarged somewhat on the big steamer to be built immediately. He said that Mr. Anderson should be here by this time to superintend the work on the steamer. "Just what the Great Northern will do here I am not at liberty to state, but I am satisfied that the terminus of the Great Northern will be right here. Mr. Hill has been telling in all the money markets of the world that he would have the shortest line to tidewater and that means Everett. [Applause.] But better than that, my friends, will be the mines of the Monte Cristo district, the pride of the mountains. I tell you that the examination of those properties by reliable experts shows that those mines are the richest on the continent. They will be of more value to this city than five Great Northern railroads. Then our plans for the harbor have been to make a large fresh-water harbor. There are twenty miles of water front

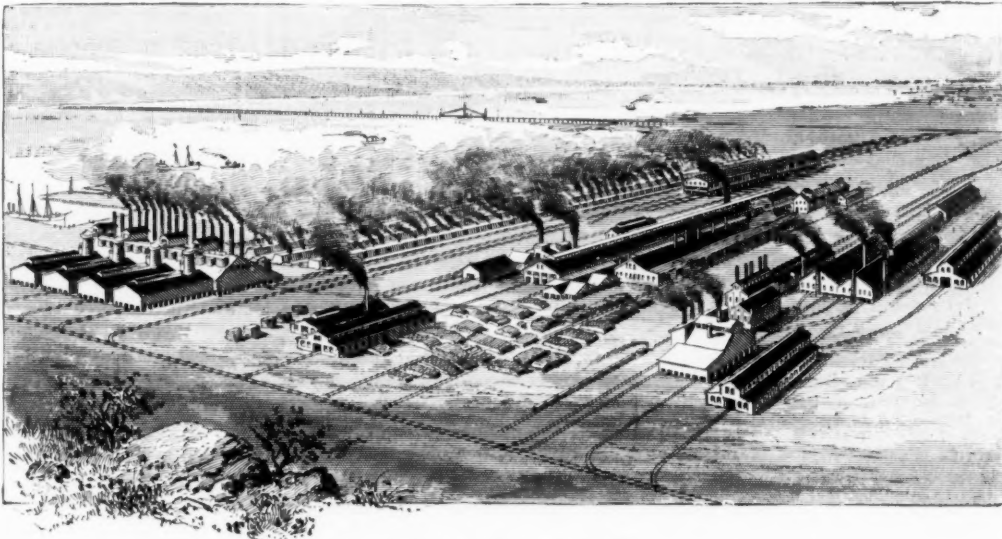
in this delta of the Snohomish River. It will give a greater harbor than any other city has on the Pacific Coast. Puget Sound will get the bulk of the commerce of the coast, because there is no harbor equal to it. San Francisco has a harbor, but what has it to back it? The city is not located so that it can control the interior trade. At the Columbia River there is Portland, but it is a hundred miles inland, over a way that is often dangerous for vessels. Nowhere do you find a harbor



THE FREEMAN MILL, WEST SUPERIOR.



THE GREAT REPUBLIC MILL, WEST SUPERIOR.



SUPERIOR.—THE STEEL WORKS.

equal to Puget Sound. Every single one of the great transcontinental railroads has got to come here. The Southern Pacific, the Atchison, Topeka & Santa Fe, the Northern Pacific, the Canadian Pacific and the Great Northern—all point toward Puget Sound. There will be many great cities here. Tacoma will always be a great city. Seattle will be a large city. Everett will be a great city; there is plenty of room here for all."

FROM CAR DRIVER TO GOVERNOR.

Governor John H. McGraw, of Washington, was interviewed by the San Francisco *Examiner*. Some of the headlines of the interview ran: "Car-Driver to Governor: Washington's Executive a Former Bell-Puncher of this city," etc.

The *Examiner* then proceeds to say in regard to Washington's governor:

"Governor McGraw is on his way to Monterey to recuperate his health, which has been seriously impaired by the strain of an arduous campaign. He is a man of striking personal appearance;

above the medium height, with a heavy brown mustache, regular features, and suave, polished manners. He is a man with an interesting history.

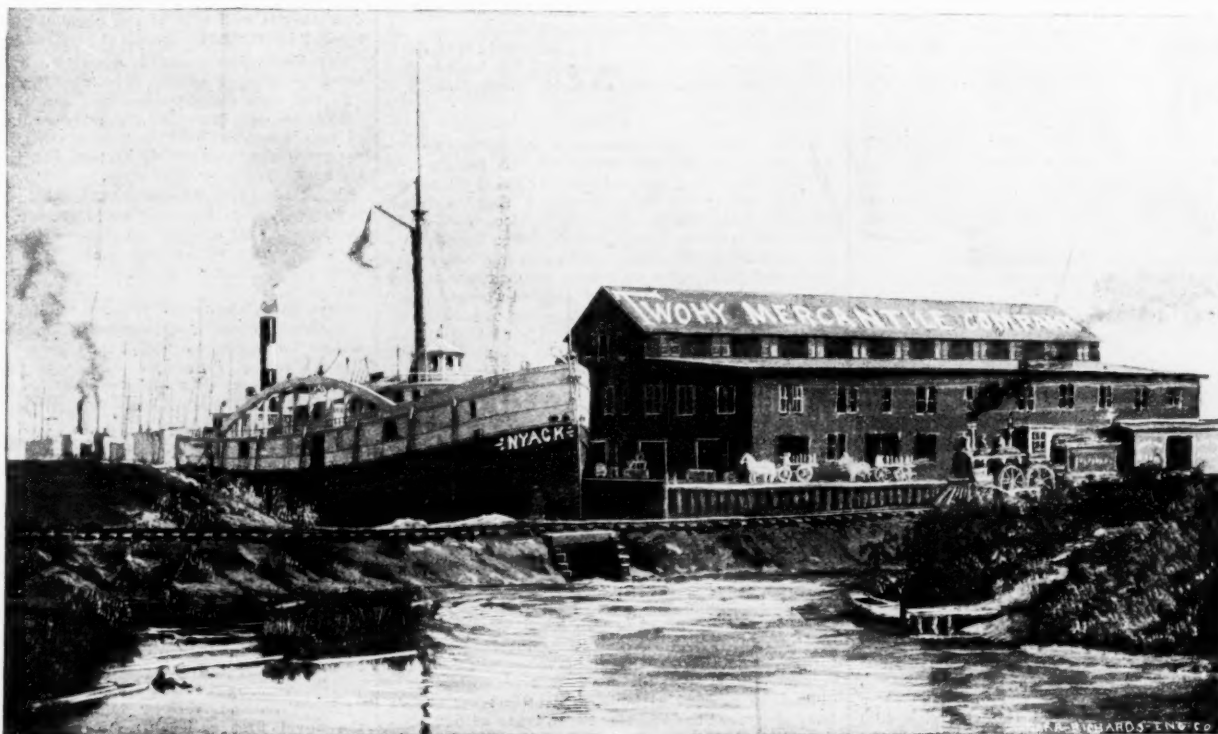
"Sixteen years ago, when about 26 years of age, he landed in San Francisco from Maine, his native State, without a dollar in his pocket. He could not secure employment as a law clerk and finally went to Alexander McCord, then assistant superintendent of Woodward's line of Mission Street cars, and was honored with the post of gee-upping the spavined broncos for which that line was famous. Six months' work at driving a bobtail 16 hours a day at \$2 25 was not calculated to foster good health or make McGraw a millionaire, and one day a passenger riding on the front platform told the driver that Washington Territory was a great country to grow up in, and Seattle was destined some day to be the center of the universe.

"So the car-driver quit work and landed in Seattle in the latter part of 1876 with \$3 and a wardrobe consisting of what was on his back."

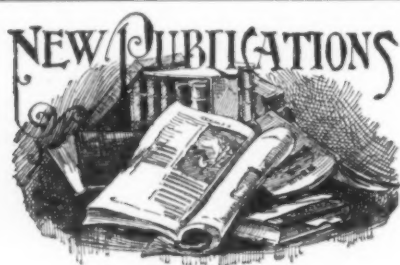
BACON'S FORCEFUL ADVICE.

A very sententious piece of advice once given by President D. H. Bacon, now of the Minnesota Iron Company, has just been brought to attention. While still in charge of the Cleveland mine, he had a young man running the mine's electric light plant who came to him one day, and, stating that he had saved up a little over \$300, asked his advice about investing it. The captain then glanced at the young man an instant and then growled, "Put it in your head, you—fool!" The young man thought of the speech and then decided to follow the advice so strangely bestowed. He resigned his position, left Ishpeming and took a course in electrical engineering—he is now drawing a salary of \$3,000 a year in his chosen profession.—*Duluth News Tribune*.

STRICTLY PRESBYTERIAN.—There is a village on the Northern Pacific Railroad which has fifty-four inhabitants and two churches, both Presbyterian.



TWOHY BROS.' WHOLESALE GROCERY HOUSE, WEST SUPERIOR.



"Members of One Body" is the indicative title of a book published by George H. Ellis of Boston, being a series of six sermons presented by Rev. S. M. Crothers before his congregation at Unity church, St. Paul. The writer deals fairly, logically and interestingly with the various "members," Roman Catholicism, Calvinism, Methodism, Rationalism, Mysticism, and the Unity of Christendom. Speaking of the first, the author says: "With all its great services, however, the Catholic church made one mistake from which it has not yet recovered. At a critical time in its history it proved false to its own principle of Catholicity. In the early years of the sixteenth century it had no more devoted servant than Martin Luther. If the pope had been a wise man, he would have called the German reformer to Rome and said: Brother Martin, a new day has dawned, and we must make ready for its work. The dust and cobwebs of time have gathered over the altar. The windows of the church are so begrimed that the light of heaven can scarcely struggle through. The church must be thoroughly cleansed; and you, with your burly strength, are the man to do it. We have had crusading orders and mendicant and teaching orders. Now let us organize the Order of the Holy Broom, which shall sweep away all these old abuses."

But Leo X was not a wise man; and so, being disturbed in his private plans, he drove brother Martin out of the church. And brother Martin, not being allowed to work from within, did the only thing left for him: he threw down the broom and taking up the hammer began to batter down the church walls; and so the great Reformation culminated in the great schism."

From Calvinism: "Who were these men that fought this battle of Calvinism in Europe and America? Admiral Colligny, William the Silent, John Knox, who never feared the face of man, sturdy Miles Standish and Oliver Cromwell,—these were Calvinists. What glorious 'worms of the dust' these were! . . . The creed of Calvinism as I read it, seems to mean the captivity of the human mind; and yet as I recall the deeds of these old Calvinists, the bold Hebrew words come to me, 'They have taken their captivity captive.'"

"And the new Methodism will so interpret Wesley's doctrine of perfect sanctification that it will come to mean nothing less than the fulfillment of manhood. . . . And it will find no more inspiring words to guide it than those of Wesley: 'Finally, I preach that, being justified by faith, we taste of that heaven towards which we are going; and we tread down sin and fear, and sit in heavenly places in Christ Jesus.'"

From Rationalism: "There is no way in which religion more surely loses its ground than in the mistaken attempt to shut out this rationalistic and critical spirit from the teaching of religion."

Mysticism: "Churches and priesthods come into existence to preserve the vision which some saintly soul has seen. They serve as a copy and shadow of the heavenly things, even as Moses is warned of God, when he is about to make the tabernacle, 'See that thou make it according to the pattern showed thee on the mount.'"

"It is not the wall of stone without
That makes the building small or great,
But the soul's light shining round about,
And the faith that overcometh doubt
And the love that is stronger than hate."

"Now journey inward to thyself
And listen by the way."

"This is the secret which the pure in heart have learned: that the problems of life may be easily solved if we are only willing first to reduce them to their simplest terms. Our practical mistakes come largely from our own selfishness and love of ease and lack of sympathy"—you see the author has thought into these things.

"But the problem of Christian unity can be solved by each individual for himself. You can have all the communion and all the fellowship that you want if you are willing to accept it the way it comes. . . . I like that good old New England Puritan, who, when on account of some church quarrel he was excommunicated by the church, refused to stay excommunicated. We read that for twenty years the good man came every communion Sunday, and brought with him a bit of bread and wine of his own, and others, in the safety of his high pew, communed with the church, in

spite of the deacons. When a man brings his own communion with him, who can prevent?"

"But the living waters are not far away. Even now you hear their murmur."

"From heart to heart, from creed to creed, the hidden river runs."

The title, "In Gold and Silver" is none too rich to describe at least the book-making of such a volume as George H. Ellwanger's last work published by Appleton. The essays themselves, if such the chapters may be called, are not nearly so interesting as the same author's "The Story of My House" and "The Garden's Story." In fact, pleasant as is his account of how, in Persia, he followed after and obtained "The Golden Rug of Kermanshab," flowery as is his description of the prize, a description occasioning the non-elect an intense curiosity to see so wondrous a textile; and graceful as is his rambling on about American out-of-door life, fishing and the like, one cannot but feel that the author is relying upon his reputation somewhat and that publisher and artist have really made the book. It is really exquisite with rich paper, broad margins, and the daintiest of scattered bits of illustrations by such well-known artists as A. B. Wenzell, W. Hamilton Getson and W. C. Greenough.

"With Trumpet and Drum" is a dainty little baby-blue and white volume of Eugene Field's re-published child's poems, just the thing for a holiday gift to some little body, published by the Scribners. It is surely one of the eccentricities of genuine genius that so satiric and often times bitter a man as Field can write poems so tender, so fanciful and so winning for children. His lullabys of different nations, Armenian, Japanese, Jewish, etc., are especially good and the book is delightful both to old children and to children young. "Buttercup, Poppy, Forget-me-not" is one of the new ones. Its last shows what I say—

"Buttercup shareth the joy of day,
Glinting with gold the hours of play;
Bringeth the poppy sweet repose,
When the hands would fold and the eyes would close;
And after it all—the play and the sleep
Of a little life—what cometh then?
To the hearts that ache and to the eyes that weep
A new flower bringeth God's peace again.
Each one seweth its tender lot—
Buttercup, Poppy, Forget-me-not."

"In the Boyhood of Lincoln," by Ezekiah Butterworth, is an entertaining weaving-in of stories which go to show the formation of such a unique and towering character as that of Abraham Lincoln, whom the author calls "the typical American"—would he were! It is a book boys will enjoy and benefit by. It deals with the times of the Indian chief, Black Hawk and gives a number of entertaining anecdotes of early days among the "shifless" people from whom the greatest of our presidents rose—in short, it is a good picture of the boy who believed "right makes might," believed and said it always though it was not until he became famous that it was quoted of him: "Let us have faith that right makes might, and in that faith as to the end dare to do our duty." The book is profusely illustrated and has a colored frontispiece. Appleton, publisher.

Another of the books whose external charms are indications of the delights within, like the beauty of a fair woman of intellect and heart, is Ralph H. Caine's compilation of the "Love-Songs of English Poets, 1500-1800" published by Appleton. The book has a cupid frontispiece from a painting of Angelica Kauffman's and is bound, as love should always be, in chaste white touches of gold. It is a valuable book for the compiler and is more than that: he has covered a great range, chosen wisely, and prefaced each poet's one or several songs with a brief record of the writer. It contains, therefore, not only a large number of exquisite love songs, but is handy as a quick book of reference.

The best review of that thoughtful, fair, pure and thought-inducing book of Caroline F. Corbin's, "A Woman's Philosophy of Love," is perhaps her own preface in which she says it "is the outcome of thirty-five years of thought, study and experience and is not a book for babies or for persons of a darkened or prurient mind. The author believes that there is a large class of cultivated and thoughtful people who see in the relations between men and women the elementary principle of all civil order, the keynote of all social progress; and who will welcome a thoughtful and dispassionate discussion of some of those vexed questions of right and priority which are forcing themselves into every field of thought and labor. Such a discussion must necessarily include some topics which it is difficult to present without offence; but the author has endeavored to do justice to the truth without disregarding those principles of delicacy which are rightly recognized as the safeguards of society."

It is a book which should be widely circulated and carefully read. Lee and Shepard, publishers.

We were born too early. We never had any such things as Charles F. King's "Picturesque Geographical Readers," a picture, half-tone, on every page, with all the information dropped in incidentally or told in stories like a pill swallowed unawares in preserves. This fourth book of "The Land We Live in" is even more interesting than the preceding ones and grown people will enjoy looking it through. Appropriate poems of merit are interspersed, such as delightful "Negro Boatman's Song." An interesting chapter is that devoted to American schools and colleges of note with fine pictures of each. Another thing is a map showing the location of the various Indian reservations, and another some noted railway passes, and so on. Such books aid the true education, a growth from within. Lee and Shepard, publishers.

Another of Appleton's series of great commanders, Zachary Taylor, by Oliver Otis Howard, major-general U. S. Army, has just been issued. The life and success of the bluff old general are interestingly told, beginning with a few facts about his father who came to this country from England and fought with the patriots of the Revolution, becoming colonel of a Virginia regiment and especially trusted by Washington. "Zach" Taylor's policy is explained in his delaying war with Mexico and putting off the Rebellion at least ten years. His portrait is the frontispiece and there are several maps and plans given showing his operations at Palo Alto, Monterey, Buena Vista, etc. Taken altogether, the character depicted is worthy among the rulers of the country which has been, in this particular as in many others, the most fortunate in the world.

"Quabbin, the Story of a New England Town" is a very plain, not to say stupid record of habits and customs sixty years back. It is a great pity that when anybody can think of nothing else to do he takes to writing a book. This was written by Francis H. Underwood, formerly U. S. consul at Glasgow, whose picture serves as frontispiece. The best part of the book are the very pretty illustrations, bits of scenery around Quabbin, wherever that is. Lee and Shepard, publishers.

TWINT PAPER COVERS.

"The Dream Child" is a clever story by Florence Huntley, widow of the writer of the "Spookendyke Papers." Mrs. Huntley is well known in the Twin Cities where she was engaged for a time in newspaper work, and her friends will be glad to see she is extending her lines. The conceit of this, I think, her first book, is a novel one, a woman weaned from her husband and his devoted love first by her hopeless mourning for their dead child, and then by the almost constant companionship with that child through her astral body. At last she knows and loves, still in the astral body, a man whom she had incidentally met on the earthly plane before he died. She dies to reach him. The story is well told by the physicians who are attending her for insanity.

"My Uncle Benjamin" is a curious but powerful novel by a French author, poor, obscure, neglected in life, but now, forty years after, becoming famous—Claude Tillier. "Benjamin" certainly retained much of the coarseness of his time and yet wins admiration for unexpected but sturdy virtues, and there's nothing hackneyed in story or style.

"King Billy, of Ballarat and Other Stories" by Morley Roberts, is a collection of vivid, satiric, humorous stories showing a most keen observation of human nature in many parts of the world. This "Australian Rudyard Kipling" is brilliant but sometimes rather coarse.

"Mrs. Bligh" is a most brusque, stupid, blundering, uninteresting young widow who's in love with a man almost twice her age and finally gets him. Rhoda Broughton's characters are all vividly drawn in this book, but the art does not excuse her for introducing us to such bores. We all know plenty of our own. Appleton, publisher.

Mary R. P. Hatch's new book, "The Missing Man," is a very clever and well sustained story of mystery. It would seem to tax probability too severely did she not say in a prefatory note: "The strange incidents are the true ones, and the details most open to conjecture have basis in scientific fact, as set forth in the records of the societies for Psychical Research." Lee and Shepard.

"Beyond Atonement" is one of those novels one lays down—generally finished—with a sigh of self-reproach for so much wasted time; no wit, no ideas, no style, only a story of a silly woman's sin, not even novel in plot; in short, no novel, yet the typical latter day one. Worthington, publisher.

"Her Friend's Lover" by Sophy May is a reprint of the novel first called "Drone's Honey." Lee and Shepard, publishers.

PALMER HENDERSON.

"Spokane, the Beautiful,"



Is to-day the most prosperous young city on the Pacific Coast. It has grown to **32,000** population in fourteen years. Agriculturally it has no equal in cities of this size on the Pacific Coast, or in the United States. The climate is unequaled. Its death rate is the lowest in the United States. It has no rival city within 400 miles. Its tributary country last year produced \$27,000,000 worth of gold, silver, lead, wheat, oats and barley. It has the best water-power on the continent. It has just given a free right-of-way worth \$500,000 to the Great Northern Railway. It has now three transcontinental railroads and connection with a fourth—eight railroads altogether. Three hundred miles of railroad are now under construction in its immediate vicinity, giving employment to 5,000 men. It is the center of unparalleled activity, mining, farming and general development. It is the best place in the United States for men of moderate means. If you want the richest farming land in the country, or

want to go into manufacturing, or mining, or gardening, or dairying, or if you want to loan money or make general investments, come to Spokane. The East is flooded with advertisements of ambitious young cities west of the Rocky Mountains that are without surrounding resources.

Investigate before you act. Do not waste your money on worthless town lots. Learn the exact facts by correspondence or personal observation. The best way is to make a visit to this country and see for yourself. It will pay you to do so, for here you will find a new and wonderful world.

Stop at Spokane. Nothing would please us so well as to have our friends in the East come out and see this beautiful city and its surrounding country. You can reach Spokane by the Great Northern, the Northern Pacific, the Union Pacific, or Canadian Pacific.

For more detailed information, address:



A. M. CANNON, Banker;

ALICE HOUGHTON & CO., Real Estate Agts.;

ALONZO M. MURPHEY & CO., Bankers;

CLOUGH & GRAVES, Real Estate Agents;

H. L. MOODY & BRO., Real Estate Agts.;

NORTHWEST MINING & AGRICULTURAL CO.,

or, **CHAMBER OF COMMERCE, Spokane, Wash.**



THAT contract from the Government for steel plates for the new Government vessel building at Dubuque will bring to the West Superior Iron & Steel Co., a very handsome meed of compliments from all over the country. The plate made by it for the whaleback vessels has been of the very highest quality, and has gone far toward commending the product to the War Department. The West Superior Iron & Steel Co. has had its plate mill in operation less than a twelvemonth, yet has thus quickly realized one of the proud objects of its founders.—*Superior Inland Ocean.*

SUPERIOR, way up at the head of the Great Lakes, is out gunning for the crown of "supremacy as a milling center" in a style calculated to curdle the sluggish blood of the effete East. At the beginning of 1892 that enterprising Wisconsin town had two flour mills, one of 600 barrel capacity in operation and one of 2,500 barrel capacity, then building, making a daily capacity of 3,100 barrels. The year closes with a total of six mills, whose aggregate daily capacity is 20,100 barrels. The Duluth mills have a capacity of 6,500 barrels a day, giving a total of 26,600 barrels a day as the capacity of the mills at the head of the Great Lakes, against a daily total of 40,000 barrels for Minneapolis, which has up to date led the world. Hurrah for Superior and her neighboring city!—*Milling World, Buffalo.*

Minnesota.

Two smart towns, Virginia and Merritt, have already sprung up on the Mesaba Range and are destined to rapid growth this year. Four or five thousand men will be at work on the range by the first of May.

DELEGATIONS from the St. Paul Chamber of Commerce, Jobbers' Union and Business Men's Union recently visited the St. Paul Stove Works to witness the various processes of manufacture of the popular stoves turned out by this concern. A resolution was adopted by the Chamber at its next meeting commending the careful finish of the company's stoves and urging the enlargement of the plant and the enlistment of additional capital. It appears from the report to the Chamber that the demand for these St. Paul stoves already exceeds the capacity of the factory.

North Dakota.

THE Hankinson Starch Factory has just been paid \$1,000 by the State as bounty on the manufacture of starch, under the law of 1890, giving a reward of \$1 for every 100 pounds of starch manufactured in the State from potatoes. Last year the factory earned \$1,500 bounty.

THE new directory of Grand Forks will show that the number of school children has increased forty per cent in the past year, 300 buildings have been constructed and the population of the city has increased 2,000 since last January. The directory will give a population of over 8,000 to the city.

THE Mandan Roller Mill Company loaded a train of twenty-one cars with flour in November, and started said flour on a little trip to London, England. In order to let the people along the road know where it was from the company had large placards attached to the cars reading as follows: "North Dakota flour from Mandan and Bismarck mills direct to London, England."

SAID Major Butt to the Fargo *Forum* recently: "Here is a remarkable item I picked up on the Fargo Southwestern train last evening. I found eight stalwart young farmers from Ft. Ransom on the train on their way to Norway for a visit. They all own quarter section places, and have gotten along quite well in the world. Now they are going back to Norway for a two months' visit, and all of them expect to bring back more or less of their families who were left in the old country."

REGISTER of Deeds A. B. Ashley says that with the crop of 1891 the farmers of Stutsman County paid off about \$190,000 of mortgages, and while the amount paid from the crop of this year is not so great, nor was the indebtedness so great, there has been a large amount paid, which shows that our farmers are steadily improving in financial condition. While some are still in debt perhaps as much as ever they have increased

their property so that there is quite a gain. Stutsman County farmers are all right.—*Jamestown Capital.*

THE North Dakota Milling Association own nine roller mills in the Red River Valley, the combined production of the mills being nearly 3,000 barrels of flour daily. The Moorhead roller mills was their last purchase. The mills are in the following cities: Two at Grand Forks with a total capacity of 550 barrels; Bismarck, 250; Mandan, 500; Mayville, 250; Northwood, 200; Park River, 150; Fisher, 200; Moorhead, 500; Crookston, 300. The company has a capital stock of \$750,000, while \$500,000 has already been paid in.

South Dakota.

THE contracts have been awarded for the ironing and equipment of the Duluth, Pierre & Black Hills Railway, a line to run from Duluth by way of St. Paul to Aberdeen, thence to Pierre and across the lately ceded reservation to Rapid City. The present contract is for the completion of the road from Aberdeen to Pierre, and Rapid City this year. This work is to be done by the local company, and with the assistance of New York and New Orleans capitalists. Most of the road has been graded from Aberdeen to Pierre, a small portion of it between Pierre and Rapid City.

Montana.

LIVINGSTON opened on November 30th an opera house which is said to be the finest in Montana.

MOVEMENT is on foot among business men of Big Timber to interest capital in an electric railway from that town to the Boulder mines. It is proposed to generate electricity from the Boulder River and to put in power stations along the route to be about fifteen miles apart.

It seems that Gallatin County is the matrix for minerals not found elsewhere in the State. A sample of ore from the Gallatin Basin, recently analyzed in New York, is reported to contain gallium. This is the most valuable of the rare metals, metallic gallium being now quoted in New York at \$140 per gram, or \$2,250 per ounce.—*Bozeman Chronicle.*

GOOSE LAKE, MONTANA, at an altitude of 10,000 feet, is the center of a new mining district of which great things are expected. The lake makes the source of the east fork of the Stillwater River and is about six miles northwest of the town of Crooke, in what is generally known as the Granite Range. Much prospecting has been done along its borders and a good many claims have been located. They are represented as all showing well but no actual results are yet reported.—*Mining Industry.*

THERE have been about two hundred buildings constructed in Bozeman this year, and the total value of this class of property within the limits of the city has been increased nearly \$300,000 during the year of 1892. All classes of labor have been in great demand and good wages have prevailed. The local mills have been running overtime and even then are unable to supply the demand for lumber. Many thousand feet that should have been sawed in Gallatin County have been brought in from Missoula at greater cost than it could be manufactured here. The outlook in 1893 in the building line is excellent.—*Bozeman Chronicle.*

Idaho.

THE magnesite stone found near Lewiston is to form part of the Idaho World's Fair building. As it is easily carved and takes a beautiful finish it will add greatly to the appearance of the building.

THERE are no vacant houses in Wardner and new ones in course of construction are engaged long before they are finished. Indications are favorable for a season of great prosperity in that town and vicinity.

CITIZENS of Grangeville, Idaho, are taking active steps to secure the location of one of the State agricultural college stations on Camas Prairie. An attempt is being made to secure the necessary lands, which, if successful, will ensure its location in one of the most fertile sections of Idaho.

THE Wallace *Miner* says there are more miners working in the Cœur d'Alenes just now than ever before and there is more ore being shipped every day than ever before. Both railroads are doing big business. The Union Pacific is getting a full share, and the Cœur d'Alene cut-off of the Northern is doing far more business than at any time since its construction.

THE indications are that Lewiston, Idaho, will have a very lively growth during the coming year. Work will soon begin on opening the flats just across the Snake River from Lewiston, by some California capitalists, who will expend in the neighborhood of \$400,000 in reclaiming a vast body of land that comprises about 300,000 acres. All that is necessary to push Lewiston

to a large commercial center is the advent of a railroad, and it looks very much like that want might be supplied the coming year.—*Spokane Review.*

THE lava rock found in Logan County is something no other State possesses. A carload of this material is now ready for shipment to Chicago for the Idaho building. It will be used in tiling the floor of the main entrance and in facing for the brick work of the outer wall of the first story. The lava is found on the ground in thin sheets in Logan County, and only awaits to be picked up by the enterprising man for building purposes.—*Cœur d'Alene Miner.*

A PRELIMINARY survey for a narrow-gauge railroad from Kendrick, Idaho, to the top of the Potlatch hill has been made and it is found that it can be built on a four per cent grade. This is surprising to a person who has overlooked the town from the hill referred to. The building of such an enterprise would be of decided advantage to Kendrick, and it is believed that the people will manifest their usual spirit by taking hold of the proposition and push the road to completion.—*Spokane Review.*

THE final papers have been signed for the formation of a new transportation company to connect the headwaters of the St. Joe River with the Northern Pacific Railway at Cœur d'Alene City, and the Union Pacific either at Chatelet or Harrison. It is called the St. Joe & Cœur d'Alene Transportation Co., and its main object will be to convey ore from the rich mines near the head of the river to the railroads or smelters. It is estimated that two boats of seventy-five tons capacity will be needed for this alone after the first year.

Oregon.

THE Dalles *Chronicle* states that this year 6,500,000 pounds of wool were marketed at that city, the average price throughout being from 15½ to 16½ cents per pound. The Dalles has become one of the largest wool markets in the country.

SOUTHERN Oregon woods will ornament the rotunda and dome of the State capitol. The Grant's Pass factory has a large contract for supplying fluted columns and capital carving, and the work is being put through. The main supporters of the huge dome will be of steel, but these will be encircled by Oregon yellow and bird's eye pine.

AN instance of what may be accomplished in the Northwest is given by the *Athena Press*, which says: "Charles Brown purchased at the reservation land sale last spring 160 acres of land five miles this side of Pendleton, for which he paid \$1,520. This year he harvested a crop off it which paid for the land, the improvements which he had made upon it and had a little left for this year's work, and last week sold the land to J. N. P. Snyder for \$1,000 cash up."

Washington.

TACOMA broke the street grading record for the Northwest in 1892 by constructing thirty-two miles of streets.

FAIRFIELD is jubilant over the fact that a sugar beet factory to cost \$200,000 is to be erected there. The tests made in the culture of the sugar beet in the Palouse Country warrant the establishment of this enterprise.

THE Pataha *Farmer* states that the onyx mines near that city have been opened for a quarter of a mile and several slabs valued at \$500 each have been taken out. As soon as a dressing mill is erected the stone will undoubtedly come into general use in fine buildings.

THE Ocosta, Westport, North Cove & Toko Point Railway and Motor Company has been incorporated in Tacoma to connect at various points in the vicinity of Grays Harbor. P. Metzler, S. B. Elder and E. E. Blair are the trustees. The capital stock is \$1,000,000. Ocosta will be a big city one of these days.—*Olympia Tribune.*

THE actual construction of the great Government dry dock at Puget Sound naval station at Port Orchard was formally begun Dec. 11th by Lieut. A. B. Wickoff, commanding, who made a short speech reviewing the history of the efforts to secure an appropriation for the purpose. The first spadeful of dirt was moved by Miss Stella Wickoff, the commandant's daughter.

THE smelter at Everett is fast nearing completion. The necessary buildings are nearly completed and the track to them is laid. The plant is a large one and the machinery is all of the latest pattern and design. It is expected to have it equipped and ready for business by the first of March. It is expected that the Monte Christo mines will furnish a large quantity of ore to help operate it.

THE *Pioneer* is authority for the statement that the quantity of actual cedar tributary to Ocosta is 1,500,000,000 feet. The territory extends eight miles south,

five miles east and twenty-five miles north of Ocoosa. It would take twenty shingle mills with a capacity of 100,000 per day each twenty-five years to exhaust the timber in that area. The average cedar cuts from forty to fifty per cent clear.

The latest device for separating flour gold from the sands of Snake River seems to be a success. The machine forces the sand over a silver plate and through three separate mercury baths, which are charged with some secret compound. Outside of the labor the machine can be operated for ten cents a day, and as from \$4 to \$20 a day can be realized the importance of the invention is at once apparent.

The plans have been already drawn and the orders given for the building of a 4,000 ton passenger and freight whaleback at the Everett steel barge works, to be completed by next May. This whaleback will be put on the Tacoma-China route. It will have accommodations for sixty passengers and will carry 4,000 tons of tea, silk or other freight, and, when loaded, maintain a speed of fifteen knots an hour.

Low freight rates to the East have given the cedar shingle industry of Washington a wonderful development. There are in the State some 165 mills, the most of them being in Western Washington, whose possible daily average, for each mill, is about 75,000 shingles. As these mills, in case of there being a full demand for Washington shingles, can be run 26 days a year, they would cut something over 3,500,000,000 shingles in one year.

A new creamery is to be put in at Yakima, to care for the surplus stock of milk and cream which annually go to waste there. The plant will be capable of handling 7,200 pounds of milk per hour and turning out 3,000 pounds of butter daily. A cold storage plant will also be put in to keep eggs from flooding the market during the period of low prices and also holding a couple of carloads of butter. Several hundred cows have been pledged to the institution.

The Yakima Herald reports that work has been commenced on the dam across the Yakima River at Horn Rapids, which is to be used in supplying water to the Kennewick and Yakima branches of the great irrigating system during the low stages of the river. The dam will extend the width of the river bed, 600 feet, and will be of solid concrete, excepting the headgates, which will be of massive build and of the most improved pattern.

A GENTLEMAN who has recently visited every town on Grays Harbor reports finding everybody preparing to give thanks for much prosperity and the prospects of still more in the near future. The manufacturing capacity of the Harbor is doubling, he says. Many new shingle mills have been put up, and there is prospect of every manufactory of this kind being pushed to its fullest capacity. Northern Pacific Railroad officials also report a constant and rapid increase in the amount of freight shipped out of the Grays Harbor Country.—*Hogium Washingtonian*.

The successful operation of the Tacoma Smelting and Refining Co.'s plant for two years has proven that its promoters were men of insight and acumen, breasting as they did adverse public opinion, which predicted for it the same fate of similar institutions established in other parts of the Northwest, and now comes the encouraging announcement of intention to greatly increase the capacity, and establish in addition a refining and lead pipe manufacturing plant entailing the use of several hundred thousand additional capital, and increasing the number of men given employment from sixty to fully 200.—*Tacoma Trade*.

To the women belongs considerable credit as pioneers in the Big Bend. In townships twenty-five and twenty-six, range twenty-nine, and townships twenty-five and twenty-six, range thirty, there has been proven up on and patents granted to women for over 3,000 acres of land, and there are still now some five or six west of Coulee City in Pierpoint and Chester precincts holding down their claims with as much credit as any man in their vicinity. Some that have already proved up on their claims continue to improve them and have from forty to 160 acres under cultivation which will bring them yearly a creditable income.—*Coulee City News*.

An extensive scheme is under way to dredge the Snohomish River so as to allow the heaviest seagoing vessels to get into the fresh water of this magnificent harbor. The enterprise will also include in its scope the dredging of the channel on the bay side from the mouth of the river, as contemplated by the Everett Land Company in its plan for the development of the harbor. The Pacific Dredging Company has been incorporated for those purposes by W. J. Rucker, W. G. Swallow and Henry Hewitt, and they don't propose, like the Seattle ditch schemers, to ask the Government

to do the work and pay them for it, too. Captain Edwards, of Appleton, Wis., will engineer the work.—*Snohomish Eye*.

A TRADE with China for Washington apples is springing up, and there is no reason why it should not yet attain considerable proportions. Appearance, it seems, is an important consideration with the inhabitants of the Flowery Kingdom—as indeed it is, for that matter, everywhere—and a shipment for the Hong Kong market, recently made at Tacoma, comprises the showiest varieties of fruit attainable: Baldwins, rubicons, red-cheeked and New-town pippins and the striped bellflower. The poorest keeper among these—though a most toothsome variety—is the bellflower. The apples are hand-picked, and each is wrapped in paper. In this instance the price obtained is at the rate of \$100 per ton.

The Canadian Northwest.

The old beds along the Fraser River in British Columbia that were supposed to have been worked out in the past are just now raising a big excitement among the gold fevered men in the Canadian province.

It is reported that it is the intention of the Canadian Pacific Railroad Company to run a branch from its main line through the Lardeau-Duncan Country, the head of Kootenai Lake, in order to reach the mines of East and West Kootenai. The distance from the main line will be about eighty-five miles.

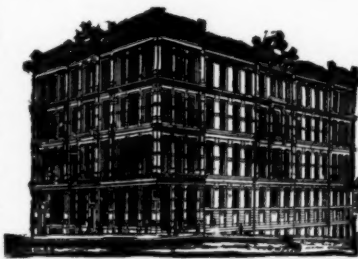
GRADING will be begun in early spring on the Nelson & Fort Sheppard Railway in British Columbia. The Pend d'Oreille River will be bridged before the water rises, and the work pushed through to a finish. Engineer Roberts expects to have locomotives running to Nelson by September of this year. The depot will be located near to the Columbia & Kootenai Railway Company's depot, and the lines will connect.

In the matter of area Manitoba last year took the seventh place among the various spring wheat States on the North American continent, and it is interesting to note, as indicating the immense strides of the prairie province in recent years, that Manitoba now has a larger area of spring wheat than Ontario or any other province of the Dominion. Twelve years ago four or five million bushels would cover the total production of all kinds of grain in Manitoba. This year, according to official estimates, there will be about 37,000,000 bushels of grain crops, or an increase of 700 to 900 per cent in twelve years.

The fame of the fertility of Canadian Northwest soil has extended to Chili. Word has been received at the Dominion immigration offices that between forty and fifty German families, who have been residents there for twelve years, will come to the Canadian Northwest next March. They have been induced to come through representations made by the Dominion officials in Winnipeg, and through resolutions passed by the Swiss and German Colonists' Union of Erecilla, Chili, expressing faith in the Canadian Northwest. They will likely take the route up the Pacific to Vancouver, crossing the Rockies, and settle near Edmonton. Some of the men have plenty of money and are willing to buy land. They are Germans by nationality, and have been twelve years in Chili.

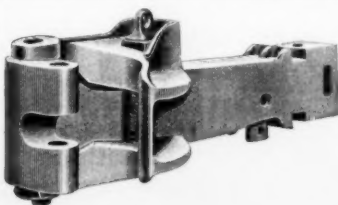
MANNHEIMER BROS.,

Mail Orders are promptly and carefully filled. Send for samples.



Illustrated Catalogue issued in Mar. & Sept. Free on application.

Importers and Retailers of Fine DRY GOODS,
ST. PAUL, MINNESOTA.



Chicago Railway Appliance Co. The Chicago STEEL Coupler

W. A. STEVENS, General Agent,
360 "The Rookery," - - CHICAGO, ILL.

Unlike the Dutch Process No Alkalies



—OR—
Other Chemicals

are used in the
preparation of

W. BAKER & CO.'S

Breakfast Cocoa

which is absolutely
pure and soluble.

It has more than three times the strength of Cocoa mixed with Starch, Arrowroot or Sugar, and is far more economical, costing less than one cent a cup. It is delicious, nourishing, and EASILY DIGESTED.

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass.

7% INVESTMENT

As Safe as Government Bonds,

That runs indefinitely with the privilege of being withdrawn on sixty days' notice. Interest coupons payable semi-annually, in New York, Philadelphia, Chicago or Minneapolis Exchange.

FIRST MORTGAGES

on improved productive city property, the only securities accepted by our Company. Operates under the State Banking Department. HAS NEVER LOST A DOLLAR. We refer to leading banks and over 2,000 of our investors. Correspondence solicited.

GUARANTY SAVINGS AND LOAN ASSOCIATION,
MINNEAPOLIS, MINN.

5000 BOOK AGENTS WANTED FOR DARKNESS AND DAYLIGHT

or LIGHTS AND SHADOWS OF NEW YORK LIFE. A FAMOUS WOMAN'S thrilling story of Gospel Temperance and Personal Rescue work—in the great underworld of New York. By Mrs. HELEN CAMPBELL. Introduction

By Rev. Lyman Abbott, D.D.

A wonderful book of Christian love and faith. 250 remarkable illustrations from dash light Photographs of real life. 45th thousand. The fastest selling and the best paying book for Agents ever published. Nothing ever issued like it. Agents Wanted, both Men and Women. C. J. We Give Credit, Extra Terms and Pay Freights. Outfit free. Write for circulars to A. D. WORTHINGTON & CO., Hartford, Conn. Also 5,000 LADY AGENTS Wanted on Special Terms for

WORTHINGTON'S MAGAZINE

a New Choice splendidly Illustrated Monthly for Father, Mother, Son, or Daughter. It's Bright, Pure, Elevating, Helpful, and Cheap. C. J. A. 4 magazine for \$2.50.—hundred of good things for all. Mary A. Livermore, Helen Campbell, Rev. Dr. Francis E. Clark and scores of famous Authors write for it. The best chance to make money ever offered to Lady Agents. None is the time. Write for particulars. Address as above

SHREWSBURY TOMATOKETCHUP.

"You might kill your stomach on your meat," yet not enjoy your meal had it not good relish. But Shrewsbury Tomatoketchup ensures a good relish.

E. C. Hazard & Co. New York

SCOTT'S PURCHASING AGENCY,

703 Manhattan Building, - - St. Paul, Minn.

All kinds of goods purchased for out of town customers. No commissions. If samples are wanted send stamps for postage on same.

GEO. W. SCOTT.

References: Security Trust Co., St. Paul.
C. E. Dickerman.

J. W. ROSS,

Architect,

Security Block, Grand Forks, N. D.

FINANCIAL.

MINNESOTA.

HENRY P. UPHAM, Pres. E. H. BAILEY, Cashier.
C. D. GILFILLAN, Vice Pres. WM. A. MILLER, Asst. Cash.

THE
FIRST NATIONAL BANK,
ST. PAUL, MINN.
United States Depository.
Capital, \$1,000,000. Surplus, \$1,000,000

DIRECTORS:
H. P. Upham, T. B. Campbell, J. H. Sanders, T. L. Schumeler, E. W. Winter, J. J. Hill, D. C. Shepard, H. R. Bigelow, H. E. Thompson, Greenleaf Clark, C. D. Gilfillan, A. H. Wilder, F. B. Clarke, C. W. Griggs, E. H. Bailey.

MONTANA.

[No. 1649]

First National Bank,
HELENA, MONTANA.
United States Depository.

Paid up Capital, - - - \$500,000
Surplus, - - - 700,000

General Banking Business and Collections in the Northwest receive prompt attention.

S. T. HAUSER, Pres't. E. W. KNIGHT, Cashier.
T. H. KLEINSCHMIDT, Asst Cashier.
GEO. H. HILL, Second Asst Cashier.

GREAT FALLS,

The coming Great City of that Great State,
MONTANA.

No section in America has greater resources than abound in and about this thriving young city. It has the greatest available water power in the country. It is a noted railroad centre. Rich and inexhaustible mines of gold, silver, copper, lead, iron, etc., seam the mountains adjacent. Almost unlimited coal measures, timberlands, quarries of marble, sandstone, lime, etc., together with the splendid cattle, horse and sheep ranges, make this a coming empire of itself. Maps free. Investments made here are sure and solid. Private letters of advice with careful answers to all enquiries \$1.00. Address,

W. B. BURLEIGH, P. O. Box 200, Great Falls, Mont.

CONSERVATIVE.

FRANKLIN W. MERRITT,

201 & 202 Chamber of Commerce Building, DULUTH, MINN.

Real Estate, Pine, Iron and Nickel Lands, Stocks and Bonds.

Private wire connections with New York, Chicago, St. Paul and Minneapolis.

We want Money to Loan at 8 and 10 per cent, with good securities.

IRON LANDS. We have the choicest list obtainable of some of the finest properties on the MESABA and VERMILION RANGES, and if you are thinking of investing, DON'T FAIL TO CALL ON US.

IRON STOCKS In all the FIRST-CLASS MINES for sale at LOWEST MARKET VALUE.

Cash Capital, \$1,000,000.

American Casualty Insurance and Security Company
OF BALTIMORE CITY.

Employers' and Public Liability, Boiler, Elevator and Accident Insurance. Security Bonds.

For information apply to

T. E. PENNEY, Resident Manager,
250 Temple Court,
MINNEAPOLIS, MINN.

J. J. WATSON, Gen. Agt.
For Minn., N. Dak. and S. Dak.,
96 E. 4th St., ST. PAUL, MINN.

WASHINGTON.

ALONZO M. MURPHEY & CO.

Spokane, Wash.,

Bankers and Brokers.

SPECIALTY:

First Mortgage Loans upon Spokane property, netting investor

6, 7 & 8 per cent.

D. F. PERCIVAL, President. JNO. I. MELVILLE, Cashier

BANK OF CHENEY,

Cheney, Wash.

Farm Mortgages.

Eight to ten per cent on Undoubted Security.
Correspondence solicited. For information address,
D. F. PERCIVAL, Pres't, or JNO. I. MELVILLE, Cashier,
CHENEY, WASH.

A. W. HOLLAND & SON,

Real Estate, Insurance and Loan Agents.

Notary Public. Negotiate First Mortgage Loans on improved farm and city property.
Collections and Investments for non-residents attended to.

SPRAGUE, WASHINGTON.

"Where Crops Never Fail."

First Mortgage 8 per cent Gold Bonds.

Write for Particulars.

We make a specialty of appraisals and reports on all properties, realty holdings, securities, stocks, business propositions, taxes, etc., be they city, town or country; execute commissions of trust, look up desired information, etc. All reports complete and unbiased. Ten years successful experience and best of references.

ROTHSCHILD & THURSTON,

311-312 Pioneer Bld'g, Seattle, Wash.

Eastern Office, Pioneer Press Bld'g, St. Paul.

RELIABLE.

OREGON.

The First National Bank,
PORTLAND, OREGON.

*Designated Depository and Financial Agents
of the United States.*

Capital and Surplus, - - - \$1,000,000.

HENRY FAILING, President.

H. W. CORBETT, Vice President.

G. E. WITHINGTON, Cashier.

H. J. CORBETT, Asst Cashier.

Be wise
and send
The
Northwest
Magazine
\$2.00
for a
year's
subscription



Salmon near the rapids are very plentiful, and the river is literally darkened by the myriad of fishes congregating in eddies. Celilo is the place from which George Francis Train wired his dispatch that there were 1,000,000 salmon within a stone's throw, and where Colonel Sinnott performed the wonderful pedestrian feat of walking across the river on the backs of them. This statement has never been verified by any eye-witness, and the reason was at the time there were few residents at the Dalles, and the colonel was one of those adventurous spirits that walked where angels dare not tread.—*Dalles Times-Mountaineer.*

Information has come to light of the victimizing of English capitalists by the salting of a mine at Silver Mountain in the lower part of the State. Nearly \$1,000,000 in all was spent upon a worthless property. This is very damaging to the State, especially its mining interests. In this respect the Cœur d'Alene has been very fortunate. There has not been a single instance where capital was invested with the least discretion, but what it brought good returns, even in cases where the prospects were none too promising. If the Cœur d'Alenes have one characteristic stronger than another it is that her mines become more productive and profitable as depth is gained.—*Cœur d'Alene American.*

I know it is the custom and the habit to sneer at rubbers. It is the custom and the habit to say: "Why don't you give us something that is good for something?" We give you, gentlemen, just what you called for. I will guarantee that in my mail (and we average perhaps a hundred letters a day) there is not one letter out of 5,000 which says: "What is the best thing you have got?" Now, when you ask for the cheapest thing, we are going to give you lampblack and whiting and resin, and everything else that will make the goods cheap. When you turn around and say: "Give us good rubbers that will pull and stretch and hold," and pay for them, we will give them to you; and we won't give them to you until you do ask for them.—*A Dealer.*

DENVER ADDITION TO SOUTH BEND.

There are many prosperous and growing towns in Washington, but none whose future is more bright than the city of South Bend on Willapa Harbor, 16 miles from the Pacific Ocean and the ocean terminus of the Yakima & Pacific Coast Railroad.

The Addition is level, sloping gently back, and contains the best of both business and residence property in South Bend to-day. The west line of the addition is within three blocks of the new \$75,000 Willapa Hotel.

Broadway is planked through the addition and other streets are soon to be improved in the same manner. Streets are 66 feet wide and Avenues 80 feet. Julian Ralph writes in the September (1892) number of Harpers' Monthly about South Bend, as follows:

"It is on the Pacific Coast, on the front of the Olympia Peninsula, only four hours from Portland by rail, and very much nearer to Asia, Nicaragua and Europe by water than the Sound ports. South Bend is a yearling, and when it rubs its juvenile eyes the map shows only the words Shoalwater Bay, but that, being a libelous name, is now changed to Willapa Harbor. It is 57 miles north of Astoria. It is the only generally useful harbor between the Columbia River and the Strait of Juan De Fuca. South Bend is about to be connected with the Northern Pacific Railroad system. In the region tributary to it is an extraordinary wealth of timber and of agricultural lands. The founders of the town insist that if there is to be an export trade in Washington products, no other port in the State can compete with it, since vessels from Puget Sound ports must double the Olympia peninsula before they reach the point at which South Bend shipments begin. South Bend is several hundreds of miles nearer to San Francisco, Nicaragua and Cape Horn than any Puget Sound port."

FOR INFORMATION REGARDING THIS PROPERTY, APPLY TO

The Denver Land Co.,

Room 11 Mason Block, TACOMA, WASH.
P. O. Box 53.

Franklin Building, SOUTH BEND, WASH.
P. O. Box 126.

South Bend, Washington.

Pacific Ocean Terminus of the Northern Pacific Railroad.

SOUTH BEND, the seaport of WILLAPA HARBOR, is the terminus of the Yakima and Pacific Coast Division of the Northern Pacific Railroad now under construction to be completed from Chehalis to SOUTH BEND this year.

The Geographical position, tributary resources and natural advantages of SOUTH BEND, and its direct rail communication with the timber, coal and wheat of Washington insure its becoming one of the leading seaports of the Pacific Coast.

Government Charts show 29 feet of water over the bar of WILLAPA HARBOR at high tide, while the towing distance to the wharves at SOUTH BEND is only 16 miles against 140 on Puget Sound and 116 on the Columbia River from Portland, Oregon.

The extraordinary growth and development of the Puget Sound cities will be duplicated at SOUTH BEND, and parties seeking new locations for manufacturing or business enterprises or a field for investment will do well to investigate further and communicate with

THOMAS COOPER, General Manager,
Northern Land and Development Company,
SOUTH BEND, WASHINGTON.

North Dakota Farm Lands.

We have for sale 400,000 acres of the most desirable FARM LANDS in North Dakota, consisting chiefly of excellent WHEAT and GRAZING LANDS.

The bulk of our lands are in BARNES COUNTY, and range in price from \$4 to \$10 per acre. We have several thousand acres of beautiful pasture, which for HORSES, CATTLE or SHEEP cannot be excelled, and can be bought for five dollars per acre.

THE SHEEP business has become an important industry in this county within the past two years and has yielded enormous profits. We have some fine pieces of land that are specially adapted to sheep raising, which can be bought for FOUR DOLLARS PER ACRE.

We negotiate and guarantee Loans which will net 8 per cent to investor; pay taxes and make investments for non-residents.

CLARK & BARCLAY, Valley City, N. D.

References: First National Bank, Valley City, N. D.; S. M. Swenson & Sons, New York; Grandin Bros., Bankers, Tidoute, Pa.

FINE FARM LANDS.



Cheap and good lands for farming and stock raising, near railroads, schools and towns. Good as Illinois, Ohio or Indiana, and costs only ten per cent as much. Get Farms for your boys. As an investment nothing will pay better. We have thousands of acres of the very best lands in North Dakota which we are offering at low prices and on long credits.

SPECIAL OFFER.

We have an eighty acre tract immediately adjoining a station and townsite on the new Soo road in Stutsman County, North Dakota, which we will sell for cash for \$7 an acre. There will be a good town here and the land will soon

be valuable for platting.

We offer an entire section of 640 acres, only half a mile from this same station, at \$5 an acre. This is a great bargain.

ADDRESS,

B. S. RUSSELL, General Agent MINNESOTA & DAKOTA LAND AND INVESTMENT CO., Jamestown, North Dakota.

Or, the Company's Main Office, MANNHEIMER BLOCK, ST. PAUL, MINN.

Minnesota, Iowa, Nebraska,

North Dakota, South Dakota.

JAS. E. MOORE, NORTHWESTERN LANDS,

Drake Block, St. Paul.

MANAGER: **The St. Paul & Sioux City Land Co., The Prince Investment Co.
The Northwestern Town Lot Co.,**

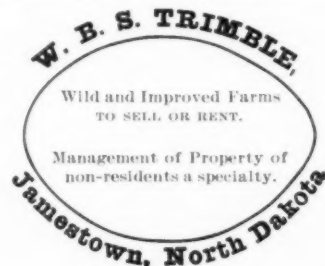
The splendid crops now being harvested in the Northwest will at once result in bringing in new settlers, and prices of good, choice wild lands will soon advance. During the next three months the choicest selections will be secured.

The lands embraced in my list offer the industrious farmer his finest opportunity, while for the capitalist there is no safer investment for surplus funds, even if no immediate use be made of the soil. To persons with small savings a well selected lot in one of the thriving towns of Minnesota, Iowa or South Dakota will prove an absolutely safe and profitable investment. This section of the Northwest has entered upon a career of great prosperity and rapid development.

An illustrated catalogue of seventy-five pages, containing a list of the tracts for sale in each County and State, will be mailed to any address on application, and prices will be quoted on any tract good for a limited period.

Lands and town lots will be sold on long time with easy payments. Special inducements offered large investors.

JAS. E. MOORE, Northwestern Lands, Drake Block, St. Paul, Minn.



Can secure investors 8 per cent on gilt-edge security. Correspondence solicited.

Griggs County and Northern Pacific RAILROAD LANDS,

at prices ranging from \$2.50 to \$10 per acre, depending on their relative location to the railroad.

These lands are BETTER ADAPTED TO DIVERSIFIED FARMING THAN THE FAMOUS RED RIVER VALLEY LANDS, and cost from one-tenth to one-fifth as much money.

Terms one-fifth down, balance in five annual payments, at 7 per cent interest. For further particulars address

WM. GLASS, Cooperstown, Griggs Co., N. D.

IF you want to buy or sell LAND in the world renowned Goose River Country, Traill, Steele and Griggs counties, North Dakota, write

THE GOOSE RIVER BANK, MAYVILLE, N. D.

We have thousands of acres to sell cheap, and on crop payment, if desired. For list of lands and full particulars address us.

**THE GOOSE RIVER BANK,
or GIBBS & EDWARDS, MAYVILLE, N. D.**

**CHARLES H. STANLEY,
Lands and Loans,
STEELE, KIDDER CO., NORTH DAKOTA.**

I have 12,000 acres of land in Kidder and Logan counties that run from \$3.50 to \$10 per acre. Terms of purchase, one-fifth cash and balance on long time.

I have also several ranches well adapted to raising horses, cattle and sheep. Write for maps and more detailed information.

**EVAN S. TYLER,
Real Estate and Farm Lands,
FARGO, NORTH DAKOTA.**

NOTE—Dr. F. H. DeVaux, Sup't State Board of Health, and U. S. Surgeon, is at the head of the Institution.

CHAS. E. HEIDEL,
Sec. & Treas.

Double Chloride of Gold Remedy.

The Keeley Institute,

FOR THE CURE OF THE

Liquor, Opium and Tobacco Habits, also Neurasthenia.

The only branch of the Dwight, Ills. Institute in N. Dak.

VALLEY CITY, NORTH DAKOTA.

Northern Pacific RAILROAD LANDS FOR SALE.

The Northern Pacific Railroad Company has a large quantity of very productive and desirable

AGRICULTURAL AND GRAZING LANDS

For sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States traversed by the Northern Pacific Railroad as follows:

In Minnesota,	-	-	Upwards of 1,450,000 Acres
In North Dakota,	-	-	6,700,000 Acres
In Montana,	-	-	17,600,000 Acres
In Northern Idaho,	-	-	1,750,000 Acres
In Washington and Oregon,	-	-	9,750,000 Acres

AGGREGATING OVER

37,000,000 Acres.

These lands are for sale at the LOWEST PRICES ever offered by any railroad company, ranging chiefly

FROM \$1.25 TO \$6 PER ACRE

For the best Wheat Lands, the best diversified Farming Lands, and the best Grazing Lands now open for settlement. In addition to the millions of acres of low priced lands for sale by the Northern Pacific R. R. Co., on easy terms, there is still a large amount of Government land lying in alternate sections with the railroad lands, open for entry, free, to settlers, under the Homestead, Pre-emption, and Tree Culture Laws.

TERMS OF SALE OF NORTHERN PACIFIC R. R. LANDS:

Agricultural land of the company east of the Missouri River, in Minnesota and North Dakota, are sold chiefly at from \$4 to \$6 per acre. Grazing lands at from \$3 to \$4 per acre, and the preferred stock of the company will be received at par in payment. When lands are purchased on five years' time, one-sixth stock or cash is required at time of purchase, and the balance in five equal annual payments in stock or cash, with interest at 7 per cent.

The price of agricultural lands in North Dakota west of the Missouri River, ranges chiefly from \$3 to \$3.50 per acre, and grazing lands from \$1.25 to \$2.50 per acre. In Montana the price ranges chiefly from \$3 to \$5 per acre for agricultural land, and from \$1.25 to \$2.50 per acre for grazing lands. If purchased on five years' time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.50 to \$6 per acre. If purchased on five years' time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest at 7 per cent. per annum.

On Ten Years' Time.—Actual settlers can purchase not to exceed 320 acres of agricultural land in Minnesota, North Dakota, Montana, Idaho, Washington and Oregon on ten years' time at 7 per cent. interest, one-tenth cash at time of purchase and balance in nine equal annual payments, beginning at the end of the second year. At the end of the first year the interest only is required to be paid. Purchasers on the ten-years' credit plan are required to settle on the land purchased and to cultivate and improve the same.

For Prices of lands and town lots in Minnesota, North Dakota and Montana, Eastern Land District of the Northern Pacific Railroad, apply to
WM. WAUGH, Gen'l Land Agt., St. Paul, Minn.

For prices of lands and town lots in Washington, Idaho, and Oregon, Western Land District of the Northern Pacific Railroad, apply to
PAUL SCHULZE, Gen'l Land Agt., Tacoma, Wash.

WRITE FOR PUBLICATIONS.

DO THIS! Send for the following named illustrated publications, containing sectional land maps, and describing the finest large bodies of fertile AGRICULTURAL AND GRAZING LANDS now open for settlement in the United States.

The Northern Pacific Railroad Company mail free to all applicants the following Illustrated Publications, containing valuable maps, and describing Minnesota, North Dakota, Montana, Idaho, Washington and Oregon. They describe the country, soil, climate and productions; the agricultural and grazing areas; the mineral districts and timbered sections; the cities and towns; the free Government lands; the low-priced railroad lands for sale, and the natural advantages which the Northern Pacific country offers to settlers. The publications contain a synopsis of the United States land laws, the terms of sale of railroad lands, rates of fare for settlers, and freight rates for household goods and emigrant movables. The publications referred to are as follows:

A SECTIONAL LAND MAP OF NORTH DAKOTA, showing the Government lands open to settlers, and those taken up, and the railroad lands for sale and those sold in the district covered by the map. It contains descriptive matter concerning the country, soil, climate and productions, and the large areas of unsurpassed agricultural and pastoral lands adapted to diversified farming in connection with stock raising.

A SECTIONAL LAND MAP OF EASTERN WASHINGTON AND NORTHERN IDAHO, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, with descriptive matter relating to this portion of the Northern Pacific country. This region contains large areas of fine agricultural lands and grazing ranges, rich mineral districts and valuable bodies of timber.

A SECTIONAL LAND MAP OF WESTERN AND CENTRAL WASHINGTON, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, in Central and Western Washington, including the Puget Sound section, with descriptive matter concerning the extensive timber regions, mineral districts, and the agricultural and grazing lands.

A MONTANA MAP, showing the Land Grant of the Northern Pacific R. R. Co., and the Government surveys in the districts covered by the map, with descriptions of the country, its grazing ranges, mineral districts, forests, and agricultural sections.

ALSO SECTIONAL LAND MAPS OF DISTRICTS IN MINNESOTA.

When writing for publications, include the names and addresses of acquaintances, and publications will be sent to them also.

WRITE FOR PUBLICATIONS.—MAILED FREE OF CHARGE to all applicants. For information relating to lands and the Northern Pacific country, address

P. B. GROAT,
General Emigration Agent,

OR
ST. PAUL, MINNESOTA.

CHAS. B. LAMBOURN,
Land Commissioner,



For a Profitable Investment.

West Minneapolis, the new railroad center and manufacturing town, offers the best show for rapid advance in values of any place in the booming Northwest. Nine lines of railroad, a dozen big factories going up, and a new city springing into existence. Highest priced business frontage only \$11 to \$13; residence lots, 48x127, only \$325. These prices will advance to five times the quoted figures in three years, sure, and some in less time. The Milwaukee, the Great Northern, the Omaha, the Rock Island and the Minneapolis & St. Louis, are all making a point of securing advantages at West Minneapolis. Send for plats to 910 Guaranty Loan Building.

THE WEST MINNEAPOLIS LAND CO.

Consumption Cured.

An old physician, retired from practice, had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma and all Throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints. Having tested its wonderful curative powers in thousands of cases, and desiring to relieve human suffering, I will send free of charge to all who wish it, this recipe in German, French or English, with full directions for preparing and using. Sent by mail, by addressing, with stamp, naming this paper, W. A. NOYES, 820 Powers' Block, Rochester, N. Y.

The Reasons Why

The Chicago, Milwaukee & St. Paul R'y is the favorite:

It is the oldest and was first in the field.
It's train service is the very best.
It is the first to adopt improvements.
It's sleepers are palaces on wheels.
It runs elegant Drawing Room sleepers on all night trains.

It's trains are lighted by electricity.
It runs luxurious chair cars on day trains.
It is the only line using electric berth lamp.
It's dining car service is unexcelled.
It's trains run solid to Milwaukee and Chicago.
It is the best route to St. Louis and the South.
It is the best route to Kansas City and the West.
It runs four daily trains to Milwaukee and Chicago.
It runs two daily trains to St. Louis and Kansas City.
It is the Government Fast Mail Route.
It is popularly styled the "Old Reliable."

It furnishes safety, comfort and speed to patrons.
For information as to the lowest rates to all points in United States and Canada, via "The Milwaukee," apply to any Coupon Ticket Agent, or to

J. T. CONLEY, Ass't Gen'l Pass. Ag't,
St. Paul, Minn.

A Radical Change in the Treatment of Rupture.

It has been the theory among medical men of all ages that Hernia (or rupture) could not be cured, except by a surgical operation, and even by that means a radical cure was an exception and not the rule, and the great mortality following a surgical operation has made the practitioners of medicine and surgery very reticent in trying to induce their patients to resort to such means for relief. Thus those unfortunate people, whose fate it was to be so afflicted, seem to be left almost without a remedy except an ordinary truss, which was only used as a palliative treatment, which in many cases seems rather to aggravate the trouble than make it better.

This condition of affairs has caused some of the more ingenious of the medical profession to investigate more thoroughly this peculiar disease and try, if possible, to invent some means for its relief. The fact that some cases get well under favorable circumstances is evidence within itself that a means could be invented to cure it, etc., and after many years of patient study and experiment this great end has been accomplished by Dr. J. S. Blackburn, of St. Paul, Minn., who is the patentee of the Blackburn Truss, an instrument made on an entirely new principle vice versa to the old truss; holds the viscera perfectly in place; protects the patient from accident from the first until cured; is perfectly comfortable, and effects a permanent cure in from two to eighteen months.

Dr. Blackburn, in order to bring his new treatment for rupture more legitimately before the public, has interested some of the most prominent physicians of the country with him, and has formed what is known as the Blackburn Truss Company, whose headquarters are at Rooms 48-9 Germania Life Insurance Building, St. Paul, Minn., with branch offices in many of the principal cities of the Union. Physicians who would like to use their treatment, and those sufferers who would like to be cured of their rupture are respectfully invited to write them, or, what is better, call at their offices and investigate their method. They refer to over 2,000 cases cured. Examinations free.

LEADING Jobbers and Manufacturers OF ST. PAUL.

AGRICULTURAL IMPLEMENTS, WAGONS, CARRIAGES AND SADDLERY.

Mast, Buford & Burwell Co.

ARCHITECTURAL IRON WORKS.

St. Paul Foundry Co.

BEER.

Schlitz Brewing Co.

BUILDING MATERIAL, LIME, CEMENT, ETC.

Northwestern Lime Co.

Twin City Lime and Cement Co.

CARRIAGES.

J. H. Mahler Carriage Co.

CIGARS.

W. S. Dennis.

MANUFACTURERS AND JOBBERS OF CLOTHING.

H. C. Burbank & Co.

MANUFACTURERS AND WHOLESALE CONFECTIONERY.

J. H. Roach & Co.

CREAMERY.

The Crescent Creamery Co.

DOORS, SASH AND BLINDS.

Abbott Brothers,

Chapman-Drake Co.

DRUGS.

Noyes Bros. & Cutler.

WHOLESALE DRY GOODS AND NOTIONS.

Finch, Van Slyck, Young & Co.

Lindeke, Warner & Schurmeler,

ELECTRICAL SUPPLIES, DYNAMOS, ETC.

Columbia Electric Co.

F. J. Renz & Co.

FUEL.

Northwestern Fuel Co.

MEN'S FURNISHING GOODS.

Guterman Bros.

GROCERS.

Griggs, Cooper & Co.

P. H. Kelly Mercantile Co.

Seabury & Co.

GRAIN AND COMMISSION.

Griggs Bros.

HARDWARE, GUNS AND SPORTING GOODS.

C. W. Hackett Hardware Co.

GALVANIZED IRON AND ROOFING AND CORNICE WORKS.

Griffin & Lambert.

St. Paul Roofing and Cornice Works.

HARDWARE.

Farwell, Ozmun, Kirk & Co.

HARNESS.

St. Paul Harness Co.

HATS, CAPS AND FURS.

Lanpher, Finch & Skinner.

IRON AND HEAVY HARDWARE.

Nicols & Dean.

MACHINERY AND SUPPLIES, STEAM AND WATER GOODS

Jilson & Satterlee.

Rogers & Ordway, (Well Machinery.)

H. P. Rugg & Co.

MARBLE AND MOSAIC WORK.

G. W. Tussner & Co.

MUSICAL INSTRUMENTS.

Nathan Ford Music Co.

PAPER AND STATIONERY.

Wright, Barrett & Stilwell.

PAINTS, OILS AND GLASS.

T. L. Blood & Co.

PASSENGER AND FREIGHT ELEVATORS.

Franklin Machine Works.

PRINTERS' SUPPLIES.

Minnesota Type Foundry.

RUBBER GOODS AND BELTING.

Goodyear Rubber Co.

SCALES, WINDMILLS, ETC.

Fairbanks, Morse & Co.

SLATE ROOFS AND TILE FLOORS.

Minnesota Slate and Tile Co.

TYPEWRITERS AND SUPPLIES.

Wyckoff, Seamans & Benedict.

MANUFACTURERS OF VINEGAR, CIDER AND MALT BEVERAGES.

Barrett & Barrett.

WINES AND LIQUORS.

Geo. Benz & Sons.



Death of Henry L. Yesler, of Seattle.

Henry L. Yesler, who died at his home in Seattle on December 15th at the ripe age of 82, was one of the most conspicuous pioneers of the Puget Sound region. When he settled in Seattle in 1852 and built a small sawmill there were only five white inhabitants in the place. He became wealthy by holding on to the land he acquired at that early day and was worth about a million at the time of his death. He was born in Maryland of German parentage and was a carpenter by trade, working at the bench during all his early manhood. He may be called the father of the lumber industry on Puget Sound for his mill was the first constructed on its shores. The great industry which he founded now encircles half the globe with its commerce. Mr. Yesler took a leading and generous part in all movements for the growth and good of Seattle and was much beloved as its typical pioneer. He was a man of strong and original character and of a kindly, cordial disposition. He was rather proud of the good health and vigor he enjoyed at advanced age. Last October he insisted on carrying a torch and marching with the young men in a political procession. Among many anecdotes told of him here is one from the *Seattle Post-Intelligencer* which illustrates his good humor and his ready appreciation of a joke even at his own expense: In 1873 or 1874, at a masquerade ball, A. W. Piper, the confectioner, appeared disguised as Mr. Yesler so life-like that the original and the counterfeit could not have been distinguished apart. He wore a rusty old suit of clothes and was whittling a stick with a big jack-knife. In the midst of the fun over this joke Mr. Yesler himself peeped in, and seeing his double, retired and hung a placard on his back inscribed, "This is the only original Yesler."

Rich Mines in the Cascades.

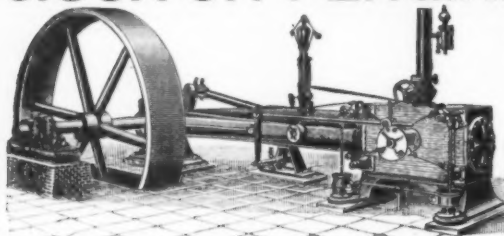
"What do you think of the mining interests and resources of the State west of the Cascade Mountains?" was asked by a Tacoma *Ledger* reporter of Chas. L. Colby, the prominent capitalist and Northern Pacific director.

"They are simply wonderful. I am interested with others in the Monte Cristo mines, and from what I have seen and learned from experts who have examined the ledges thoroughly, I firmly believe that Washington will equal Colorado and Montana for the richness and productiveness of its mines. Our company proposes to open this mining section to the outside world and give capitalists and miners a chance to develop the numerous lodes of gold, lead and silver. We have built the Everett & Monte Cristo Railroad, which is nearly completed and by next May will be running with trains of cars loaded with precious ore, seeking tidewater and smelters. This road has cost \$2,000,000. Its building and the investment of this money shows the faith I hold in the Cascade Mountain mines. I do not believe any other enterprise will play a more important part in the development of the State in the near future than the opening of this rich mineral belt by this railroad. Somebody had to take the lead in giving transportation facilities, and I regard it as one of the best investments I have made. We intend to ship daily from the mines 1,000 tons of ore, when the road is in good order, and to reduce the ore at the smelters in Everett and Tacoma. This will compel an enlargement of the plant here, as now the orders keep the Tacoma smelter running night and day.

FAIRBANKS' SCALES,
ECLIPSE WIND MILLS,
Tanks, Pumps, Pipes, etc.
The Best Goods in the Market.
FAIRBANKS, MORSE & CO.,
371 & 373 Sibley St., ST. PAUL, MINN.

Established 1859. Incorporated 1887.
FARWELL, OZMUN, KIRK & CO.,
Wholesale & Hardware,
Sporting Goods, Butchers' Supplies.
213, 215, 217, 219, 221 & 223 East Third Street,
ST. PAUL, MINN.

SIOUX CITY ENGINE WORKS



Builders of High Grade
Corliss Engines,
Giddings' Automatics.
Simple, Compound, Condensing.
Complete Plants Furnished.
Works: SIOUX CITY, IA.
BRANCH OFFICE:
48 S. Canal Street, CHICAGO.

The ROBERT W. HUNT & CO. BUREAU OF INSPECTION, TESTS AND CONSULTATION.

INSTRUCTION of RAILS, FISH PLATES, CARS and other Railway Materials. Chemical and Physical Laboratories. ANALYSIS of ORES, IRONS, STEELS and OILS. CONSULTATION on Iron and Steel Metallurgy and Construction. Principal Office, THE ROOKERY, CHICAGO. Branch Offices, Hamilton Building, PITTSBURG; No. 328 Chestnut Street, PHILADELPHIA; No. 80 Broadway, NEW YORK.
ROBERT W. HUNT, M.Am.Soc.C.E., M.Am.Inst.M.E., M.Am.Soc.M.E., late Gen.Sup. Troy Steel and Iron Co.
JOHN J. CONE, Engineer of Tests; A.W. FIERO, Insp'g Engin'r; G.W.G. FERRIS, C.E.; JAMES C. HALLSTED, C.E.; WM. P. GRONAU, C.E.; D.W. MCNAUGHER, C.E.—Northwestern Agents for Riehle Bros. Testing Machines.

Telegraph Instruments, Wire, Battery, Line Supplies, Tools.

We are also Manufacturers of Electric Light Apparatus, both Incandescent and Arc.
Patterson Cable, and other Electrical Supplies.

Catalogues sent on application.

WESTERN ELECTRIC COMPANY,

CHICAGO: 227 to 275 South Clinton St.

NEW YORK: Cor. Thames and Greenwich Sts.

H. D. MATHEWS, Pres. & Treas. R. C. BROWN, Vice Pres. J. WHARRY, Secretary.

THE NORTHWESTERN LIME CO.,
Lime, Cement, Plaster, Hair, Etc.

GENERAL OFFICE:

179 East Third St. - - ST. PAUL, MINN.
Wholesale Warehouses at
St. Paul, Duluth, Minneapolis and Minnesota Transfer.

NOYES BROS. & CUTLER,

Importers and

Wholesale Druggists.

Jobbers in

Paints, Oils, Glass, Chemicals, etc.,

SAINT PAUL,

400, 402, 404, 406, 408, 410, SIBLEY ST., COR. SIXTH.

ST. PAUL FOUNDRY CO.,

MANUFACTURERS OF

Architectural & Iron Works.

STEEL BEAMS CARRIED IN STOCK.

Write for prices and designs of columns.

Works on Great Northern Railway.

Office, Cor. Seventh and Cedar.

THE PIONEER LOW SPEED HIGH GRADE MACHINES.

Perret • Electric • Motors,

All Sizes for all Purposes. Thousands now in Use.

Perret Electric Light System.

Complete Apparatus for Isolated Plants.

THE ELEKTRON MANUFACTURING CO.,

Springfield, Mass. New York Office, 89 Liberty St.

F. J. RENZ, Agent,

360 Minnesota Street, St. Paul, Minn.

GRIFFIN & LAMBERT,

Manufacturers of

Copper and Galvanized Iron Cornices,
Skylights, Finials, Corrugated Iron, Pitch, Gravel
and Slate Roofing. Repair Work a specialty.
Estimates furnished upon application.
730 Wabasha Street, ST. PAUL.

NORTH WESTERN FUEL CO.

Coal Shippers.

Wharves: { Duluth, West Superior, Washburn
Green Bay, Milwaukee.

General Office: ENDICOTT BUILDING, ST. PAUL, MINN

TWIN CITY PACKING CO.,

Packers and Wholesale Dealers in

Dressed Meats.

Packing House at Twin City Stock Yards,

NEW BRIGHTON, MINN

Salesrooms: ST. PAUL, MINNEAPOLIS, DULUTH.

NORTHWEST GENERAL ELECTRIC CO.,

Nos. 403, 405, 407 Sibley Street, ST. PAUL, MINN.

General Agents for all products of the Thomson-Houston Electric Company.
Dealers in General Electric Goods.

H. M. BYLLESBY, President.

H. C. LEVIS, Vice Pres't and Treasurer.

B. F. MEEK, JR., Sec'y and Ass't Treas.

GEO. C. DUFFIE, Ass't Secretary.

Branches: { Portland, Oregon; H. W. GOODE, Manager.
Helena, Montana; H. W. TURNER, Manager.



OFFICIAL.

It is our earnest desire to impress upon the minds of the public the superiority of the service offered by the Wisconsin Central Lines to Milwaukee, Chicago and all points East and South. Two fast trains leave St. Paul, Minneapolis and Duluth daily, equipped with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of the latest design. Its Dining Car Service is unsurpassed, which accounts, to a great degree, for the popularity of this line. The Wisconsin Central Line, in connection with Northern Pacific R. R., is the only line from Pacific Coast points over which both Pullman Vestibuled, first-class, and Pullman Tourist Cars are operated via St. Paul without change to Chicago.

Pamphlets giving information can be obtained free upon application to your nearest ticket agent, or JAS. C. POND, General Passenger and Ticket Agent, Chicago, Ill.

MARLIN SAFETY

REPEATING RIFLES

Made in all styles and sizes. Lightest, strongest, easiest working, safest, simplest, most accurate, most compact, and most modern. For sale by all dealers in arms. Catalogues mailed free by

The Marlin Fire Arms Co.,
NEW HAVEN, CONN., U. S. A.

When you go to the

Puget Sound Country

Travel on the Magnificent Steamers,

CITY OF SEATTLE
and
CITY OF KINGSTON,

Puget Sound & Alaska S. S. Co.

G. G. CHANDLER, G. P. A., - TACOMA.

FREE

A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled gold finished watches by express for examination, and if you think it beautiful in appearance to any \$25.00 gold watch, pay our sample price, \$4.00, and it is yours. We send with the watch our guarantee that you can return it at any time within one year of our satisfaction, and if you will or choose the sale of it we will give you ONE DOLLAR. Write at once as we shall send our samples forth daily only.

THE NATIONAL MFG & IMPORTING CO.,
334 Dearborn St., Chicago, Illinois.

WISCONSIN

Red Pressed Brick Co.,

MANUFACTURERS OF

Red Front, Sewer, Vitrified, Paving, and Common Brick.

Effect equal to Pressed Brick at half the cost.

Winnipeg Hotel, Depots at Bozeman and Billings, Mont., High School at Watertown, S. Dak., Central Market at Minneapolis, Court House at Marshall, Minn., and many others.

Address

C. L. BROWN, Agent,

No 11 South 4th St., MINNEAPOLIS.

HOT SPRINGS,

ARK.

IN THE HEART OF THE OZARK MOUNTAINS.

THE CARLSBAD OF AMERICA

EXCELLENT... HOTEL FACILITIES...



HOTELS

Arlington Hotel,
Sumpter House,
Pullman Hotel,
Hotel Worrell,
Hotel Josephine,
The Albion,
Magnolia Villa.



Hotel Capacity, 10,000.
Permanent Population, 15,000.
Annual Visitors, 50,000.
Number of Hot Springs, 72.
Daily flow of hot water, over 500,000 gals.
Daily Bathing Capacity, 12,000.



EXCELLENT CHURCHES,
FREE LIBRARY,
OPERA HOUSE, PARKS.

FINE LIVERY,
BEAUTIFUL DRIVES AND RIDES.

FOUR OTHER NOTED

MINERAL SPRINGS
WITHIN
SIX MILES.

NEW OFFICIAL GUIDE TO HOT SPRINGS
PAID
FREE

...on application to...

H. C. TOWNSEND, Gen'l Passenger Agt.,
Iron Mountain Route,
ST. LOUIS.

Burlington
Route
C.B.&N.R.R.

To the Above Famous Resort

THE BURLINGTON ROUTE,

Via the East bank of the Mississippi River is the

POPULAR DIRECT LINE

From St. Paul, Minneapolis and all points in the Northwest.

Only one change of cars to Hot Springs.

Close connections in Union Depot at St. Louis.

Tickets can be purchased, and sleeping car accommodations reserved in advance at city ticket offices, 300 Nicollet Ave., Minneapolis; 164 East Third St., St. Paul; at Union Depots in both cities, or of ticket agents of connecting lines throughout the Northwest.

JNO. R. HASTINGS,
Gen. Supt.,

ST. PAUL, MINN.

W. J. C. KENYON,
Gen. Pass. Agent.



THOUGHT HE WAS SOME OTHER MAN.

A young lady entered a Broadway car recently and her rich and elaborate toilet seemed to attract considerable attention. Drawing his skirts around her she gazed persistently out of the window of the car.

On the opposite side sat a neatly attired young man with very white hands and an air generally suggestive of the clergy. He glanced at the fair vision in the corner from time to time in a reproachful manner. She looked furtively at him from beneath her lashes and with a pretty puckering of the brow, seemed trying to recall where she had met him. That his face was familiar was evident, and finally deciding that he rightfully belonged to the army of captives that had laid their hearts at her feet at the seaside, she concluded to end his misery by recognizing him.

He was well dressed and apparently well bred, so turning with a little start of recognition their eyes met and she bowed stiffly.

He seemed delighted, and changing his seat to her side he said:

"You are very kind to remember me."

"Oh, no," she replied with an air of polite reserve; "I recall perfectly the occasion on which we met."

A few commonplaces followed, and emboldened at his success, the gentleman said gravely as he produced a card:

"I hope you will permit me to call upon you again."

She glanced at the card, a wave of color swept

over her face, and the car stopping she drew down her veil and bounced out with the swiftness of a tennis ball.

The address upon the card was: "H. Bullfinch, chiropodist. Corns and bunions extracted without pain."—*New York Mercury*.

A LITTLE OF THE SAME.

The tall, thin missionary with a bald head and red nose was impressed with the looks of the two Indians who had been sitting motionless in the sun for two hours.

"Here," declared the missionary, "is the raw material of useful manhood. It simply needs to be reclaimed by the hand of religion."

With a triumphant and ineffably sweet smile, as if victory was already his, he turned to the aborigines.

"How," he observed,

The noble red men opened their eyes but made no audible reply.

"Come, ye who are weary," urged the missionary.

"Huh."

The Indians seemed quiet contented with their present position. The inducements held out by the bald-headed party with the red nose were not sufficiently powerful to arouse within their breasts any consuming desire for change.

"Be men!" exclaimed the man of God.

"Huh."

The denizens of the forest evidently preferred to be Indians. Possibly it was more fun, but they didn't say.

"Before you are two roads," explained the missionary. "The one leads to ruin and uselessness, the other to salvation and glory."

The natives looked puzzled.

"Which will you take?" the tall, thin exhorter impressively demanded.

Instantly the Indians were upon their feet, their

eyes kindled with intelligence. The missionary was almost overcome with delight.

"I say," thundered he in his deepest tones, "Which will you take?"

He listened eagerly, rapturously, for the reply.

"A little of the same," they cordially declared.

Almost before they knew it the missionary was gone.—*West Coast Trade*.

FAMILIES SUPPLIED IN ANY QUANTITY.

Mr. J. L. Toole's fondness for practical joking is well known. Not very long ago the celebrated actor entered a dairy shop in London and assuming a solemn demeanor addressed the man behind the counter:

"I will take a boy," said Mr. Toole, gravely, looking round at the shelves.

"A boy, sir?" asked the dairyman, in a puzzled tone.

"And a girl," added Mr. Toole.

The man gazed open-mouthed at his customer, evidently under the impression a lunatic was addressing him. "This is a milk shop," said the dairyman in an emphatic tone.

"Come outside," answered Mr. Toole in a sepulchral voice, and taking the man by the arm he led him to the door and pointed upwards to the sign. "I'll take a boy and a girl," repeated the humorist with not the ghost of a smile. "Read what your notice states: 'Families supplied in any quantity.'"—*London Tit-Bits*.

HE KNEW HOW TO COUNT.

"They tell me you have learned to count, Robbie," said a pious old lady to her little grandson, who was paying her a visit out in the country.

"Course I can," answered Robbie; "listen—one, two, three, four, five, six——"

"That's right," said the old lady, encouragingly; "go on."

"Seven, eight, nine, ten, Jack, Queen, King!"

COLFAX, Washington,

Is the county seat and geographical, commercial, social and political center of
WHITMAN COUNTY,
which comprises nearly all of the celebrated "PALOUSE COUNTRY."

WHITMAN COUNTY contains more good Farming Lands, more Schools, more Churches, more Mills, more Banks, more Newspapers, more good Towns, and more miles of paying Railroads, and EXPORTS A GREATER QUANTITY AND VARIETY OF PRODUCTS THAN ANY COUNTY IN THE PACIFIC NORTHWEST.

This County now produces yearly SEVEN MILLION BUSHELS OF CEREALS, (most of which is exported) besides great quantities of Hay, Fruits and Vegetables, for which Spokane and the cities of Puget Sound and the mines of Eastern Washington and Northern Idaho furnish good markets.

COLFAX has a magnificent Court House, costing \$150,000; three public school buildings—one just completed at a cost of \$30,000; also Colfax College with a competent academic corps of instructors; seven churches; three banks, with aggregate average statements of cash resources of \$1,200,000; one daily and three weekly newspapers, two foundries and machine shops, two flouring mills, two saw mills, several large general merchandise stores, three drug stores, two exclusive hardware stores, etc., etc. Colfax sells more agricultural implements than any retail town in America.

Electric Lights (arc and incandescent systems), water works, sewerage, fire department, paved streets, good sidewalks, etc., etc. A large new three-story brick hotel now being constructed. A Catholic Sisters of Charity hospital has been located here.

Colfax is the LITTLE GIANT CITY of the Northwest.

Its citizens are prosperous and liberal and will welcome men of energy and means who are seeking a favorable field for legitimate enterprises, or a home in a peaceful and thriving new community.

FOR INFORMATION ADDRESS:

FIRST NATIONAL BANK,
SECOND NATIONAL BANK,
BANK OF COLFAX,
CHAMBER OF COMMERCE,
J. H. BELLINGER, ACTOR & BROWN,
HARRY CORNWELL, or THE MAYOR,

COLFAX, WASH.

PULLMAN, WASH.,

Situated in the Center of the Garden Spot of
THE FAMOUS PALOUSE COUNTRY.

It is a thriving business center of handsome brick blocks, spacious and well-stocked stores, beautiful residences, flourishing mills and factories, and is the great educational center of the State of Washington.

It has the State Agricultural College,

one of the largest and most important educational institutions in the State. The only military school in Washington, and the most beautiful and imposing public school buildings in the State. The city of Pullman is rich in resources, rich in good schools and Christian churches, good government and good credit. Its people are bold in enterprise, firm in purpose, liberal in supporting all public measures, moral in their lives, and warm in their hospitality.

THEY WELCOME GOOD PEOPLE FROM EVERY STATE AND FROM EVERY LAND.

There is no place in any State in the Union that offers a better field for honest endeavor or investment than Pullman.

IT IS REACHED BY TWO OF THE GREAT TRANSCONTINENTAL RAILROADS,

the Northern Pacific and the Union Pacific, and is growing faster than any city of its size in America.

PULLMAN IS THE CITY OF FLOWING WELLS,

it having nine artesian wells throwing their cold, clear streams of sparkling waters high into the air, forming fountains that for beauty rival the famed founts of Cashmere.

To one who is familiar with the situation it is no wonder that Pullman is a thriving, growing, rich city. Situated in the very heart of the great Palouse wheat country, surrounded by hundreds of thousands of acres of lands that yield from forty to sixty bushels of wheat to the acre;—in a country, too, where crops never fail, where wheat, barley, oats, flax, rye, all the grasses, fruits and berries thrive as nowhere else in the world, its prosperity is only natural.

Its famous Artesian Waters are the healthiest to be found on the American continent.

An estimate of the chief products of Whitman County, (of which the city of Pullman is one of the leading business centers) for 1891 places the grain product at 13,500,000 bushels, with wheat as chief factor at 10,750,000; barley, 1,250,000; oats, 800,000; flax, 500,000; rye, 200,000.

The money received for this grain added \$10,172,500 to the wealth of the county; for the average price last year was seventy-five cents a bushel for wheat; sixty cents for barley; eighty cents for oats; \$1 for flax and \$1.10 for rye, making \$8,062,500 for wheat; barley, \$750,000; oats, \$640,000; flax, \$500,000, and rye, \$220,000.

The opportunities for settlement and investment in the Palouse Country are numerous and the investor or settler finds sure and rich reward for all outlay of money or energy.

Capitalists will find here opportunities for doubling their wealth, while the manufacturer, the farmer, fruit grower, stock raiser and wool grower will find chances for advancement on the road to wealth before undreamed of.

For further particulars call on or correspond with any of the following reliable firms and business men of Pullman:

Pullman State Bank,
Pullman Land and Investment Co.,
W. V. Windus,
W. G. Bragg,
Thos. Neill,
M. C. True,

McConnel, Chambers Co.,
Pullman Hardware Co.,
The Pullman Mercantile Co.,
Thos. W. Savage,
C. O. Morrell,
Pullman City Council.

ITEMS OF INTEREST.

VALUE OF LIGNITE.—It is stated that J. M. Turner, manager of the North Dakota Millers' Association, has succeeded in reducing the fuel expense of milling wheat from 18 cents to 5½ cents per barrel of flour by the use of lignite coal. By his process heated air is collected by jackets over and around the furnaces, and conveyed under the grate bars, by heavy blast. By this method he finds the fuel cheaper than using Eastern coal.

THE TALLEST FAMILY ON EARTH.—A writer in the Moscow, Idaho, *Star* tells what he knows about tall people. The article reads: For years I have collected and carefully indexed every newspaper item in any way bearing upon the subject of the tallest and largest American family. From a careful analysis of this truly imposing array of giant literature I have come to the conclusion that the Pettijohn family of Walla Walla County, Wash., deserves the palm. My data on this score are here given: The family consists of ten children, seven boys and three girls, the average height of the ten being six and a half feet and the average weight 244 pounds, including two children not yet grown. The "baby" is a boy of 17, who is seven feet and one inch high, and weighs 265 pounds.

OPALS IN IDAHO.—The DeLamar *Nugget* announces the discovery of valuable opal fields in Owyhee County, Idaho. Some of the stones are fiery, others are a dull white, and a cut one has been pronounced by an expert as fine a specimen of the size as he ever saw. Of the discovery the *Nugget* says: "It now looks as if a valuable mine of these gems was a reality and a new mining industry had come to stay in Owyhee, already so rich in minerals. Messrs. Tim Shirley and Fred Bechman are the discoverers of this new find. It is located about five miles from the Snake River hot springs, between Squaw and Hard Trigger creeks. The gems are found in a stratum of obsidian lava overlying a deposit of hot springs, tufa or scoria. The gems are in small incrustations or crystals in both the tufa and lava. The stratum covers a considerable area of ground and the gems appear to be interspersed irregularly through it."

FROZEN WELL IN WISCONSIN.—The little village of Fennimore, Wis., bears the unique honor of being the only town within the boundary limits of the Badger State that has a natural well of ice. This oddity is an eighty-foot well, the first half being of the average dimensions and well walled, the remaining forty-five feet having been drilled. At twenty feet from the surface there enters a crevice out of which there is a constant rush of freezing air. This stream of cold air is so strong as to be easily detected by one standing four or five feet from the top of the well, and throughout the year the temperature is so low that a stream of water which enters opposite and above the air passage is kept solidly frozen. Of course, the water continues to ooze out over the ice, and the accumulation of successive sheets often almost closes communications with the lower depths of the well. But little is known as to the cause of this remarkable natural freak, the different layers of rock, sand, etc., which the well-diggers encountered in sinking it, being similar to others found in the immediate neighborhood.

RUPTURE

Permanently CURED or No Pay.

No Detention from Business.

We refer you to 600 patients in the city and State, and six National Banks in Denver. Investigate our method. Written Guarantee to absolutely CURE ALL KINDS OF RUPTURE of both sexes, without the use of KNIFE OR SYRINGE, no matter of how long standing.

EXAMINATION FREE.

THE O. E. MILLER COMPANY,

516 Guaranty Loan Building, MINNEAPOLIS.

Send for circular.

PLAYS Dialogues, Speakers, for School, Club and Parlor. Catalogue free. T. S. DENISON, Publisher, Chicago.

WOMEN Beeman's Pennyroyal and Tansy Pills. Never fail. Always sure. Sealed \$1.00. Stevens & Gustavus, Sole U. S. Agts., 125 State St., Chicago, Ill.

TANSY PILLS! Safe and sure. Send 4c for "WOMAN'S SAFE GUARD." WILCOX SPECIFIC CO., Phila., Pa.

2.98 DUEBER
SOLID SILVERINE
FREE

A genuine Dueber, solid silverine watch to every reader of this paper. **CUT THIS OUT** and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, genuine Dueber silverine watches by express for examination; you examine it at the express office, and if you think it a bargain and equal to any \$15.00 watch, you ever saw, pay your sample price of 2.98, and express charges and it is yours. With the watch we send a 25-cent guarantee for the next 10 years for the movement, also our printed guarantee that you can return the watch at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you one free. Write at once as we shall send out samples for 60 days.

THE NATIONAL MFG. & IMPORTING CO.,
only, 334 Dearborn St., Chicago, Ill.

UNIVERSAL BATH. Full, hot, steam, vapor and water—fresh, salt, mineral. Artificial Sea Bath. Centennial Award, Medal and Diploma, against the world. Wholesale & Retail. Send for Circulars. E. J. KNOWLTON, Ann Arbor, Mich.

\$5 to \$15 per day, at home, selling LIGHTNING PLATER and plating jewelry, watches, tableware, etc. Plating the finest of jewelry good as new, on all kinds of metal with gold, silver or nickel. No experience. No capital. Every house has goods needing plating. Wholesale agents: H. E. DELNO & Co., Columbus, O.

WEAK-MAN Cure Yourself IN FIFTEEN DAYS. I will send FREE to any man the prescription of a new and positive remedy to enlarge small weak organs, and sure cure for all weakness in young or old men. Cures cases of Lost Manhood, Emissions and Varicocele in 15 days; disease never returns. Correspondence private, all letters sent in plain sealed envelope. Address Chas. E. Gauss, Furniture Dealer, Marshall, Mich.

MARRIED LADIES, our new COMFARTION will save you worry and doubt. Indestructible, reliable, safe, sealed, prepaid, 50c. Meticularly, Reliable supply to, 68 Broadway, N. Y.

CANCER Dr. Hartman's treatment for Cancer. A book free. Address Surgical Hotel, Columbus, O. Even hopeless cases recover.

DR. DIX'S Celebrated Female Powders never fail. 10,000 Ladies declare them safe and sure (after failing with Tansy and Pennyroyal Pills), particulars & circulars. Dr. S. T. DIX, Back Bay, Boston, Mass.

TO EVERY MAN—CURE YOURSELF!

Why waste time, money and health with "doctors," wonderful "cure-alls," specifics, etc., when for a 2-cent stamp I will send FREE the prescription of a new and positive remedy for the Prompt Lasting Cure of Lost Power, Nightly Emissions, Lack of Energy, all drains and losses, varicocele, and to enlarge, strengthen and develop weak, stunted organs, from early or later excesses or use of tobacco and stimulants, lack of vigor in old or young men quickly restored. I send this prescription FREE of charge, and there is no humbug or advertising catch about it. Any good druggist or physician can put it up for you, as everything is plain and simple. I cannot afford to advertise and give away this splendid remedy unless you do me the favor of buying a small quantity from me direct or advise your friends to do so. But you can do as you please about this. You will never regret having written me, as it cured me after all else had failed. Correspondence strictly confidential, and all letters sent in plain sealed envelope. Address J. D. HOUSE, Box 569, ALBION, MICH.



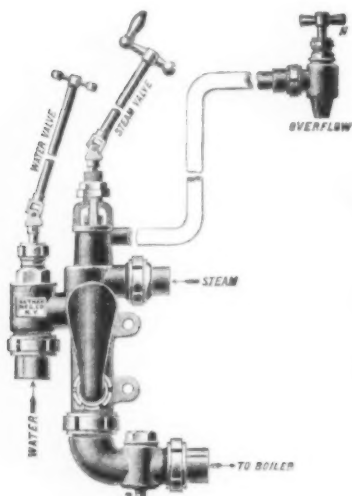
THE HARRY SVENSGAARD BICYCLE CO.,
Fergus Falls, Minnesota,

—ARE—

Manufacturers, Importers and Jobbers of Bicycles and Sundries.

We are ready for making 1893 contracts.

Write us.



The New Nathan Injector FOR LOCOMOTIVES.

"Nathan" Sight Feed Lubricators
For Cylinders and Air Brakes.

Steam Fire Extinguishers

FOR SWITCHING AND YARD ENGINES.

Boiler Washers, Rod and Guide Oil Cups, etc.

NATHAN MANUFACTURING CO.,
92 and 94 Liberty St., NEW YORK.

CLEVELAND WHEEL AND FOUNDRY WORKS,

MAHER & BRAYTON, Proprietors,

MANUFACTURERS OF

Car, Engine, Truck and Tender Wheels; Railroad, Rolling Mill and Machinery
Castings, and Street Railroad Wheels and Turnouts;
Also, Chilled Faced Railroad Frogs.

Office, 20 Carter Street.

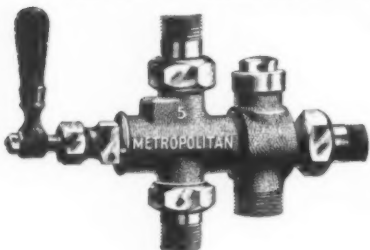
Works, Corner Carter and Collins Sts., CLEVELAND, O.

THE METROPOLITAN AUTOMATIC INJECTOR,

Operated Entirely by One Handle.

They are Always Reliable.

Can be Used as Lifter or Non-Lifter.



CRANE CO., Chicago, Western Agents.

The Hayden & Derby Manufacturing Co.,

Sole Manufacturers,

No. 111 Liberty Street, NEW YORK.

BARNEY & SMITH CAR COMPANY,

Manufacturers of

Sleeping Cars, Passenger Cars, Freight Cars,
Caboose, Baggage, Mail, Express and Hand Cars,
Frogs, Car Wheels, Castings of all kinds.

E. J. BARNEY, Pres't. J. D. PLATT, Vice Pres't & Treas.
A. M. KITTREDGE, Sup't. F. E. SMITH, Sec'y.
E. E. BARNEY. A. C. BARNEY.

DAYTON, OHIO.

THE JANNEY COUPLER

For Freight Cars,

For Passenger Cars,

For Locomotive Tenders.

MANUFACTURED ONLY BY

THE McCONWAY & TORLEY COMPANY,
Pittsburgh, Pa.

WILLIAM C. BAKER.

Successor to

THE BAKER HEATER CO.,

143 Liberty St., New York.

Inventor and Manufacturer of

All Baker Car Heaters---

THE FIRE PROOF BAKER HEATER,
THE PERFECTED BAKER HEATER,
THE MIGHTY MIDGET BAKER HEATER
THE TWO COIL BAKER HEATER,
GABLE CAR BAKER HEATER,
THE BAKER STEAM ATTACHMENT.

National Surface Guard Co.

Office 445 "The Rookery,"

CHICAGO, - - ILLINOIS.

Pioneer Manufacturers of the

**Steel Surface
Railway Cattle Guard.**

15,000 in successful use. Made of Machine Steel.
No Pits. Continuous Ballasted Track.

Catalogue sent on application.

The "PERMANENCE" Brand OF ROOFING.

This material is the product of the NON-OXIDIZABLE
IRON SLAG OF SILVER ORES and other PRECIOUS
METALS and ASPHALT. This roofing is better than Tin
or Corrugated Iron, and costs less.

LEE COMPOSITE MANUFACTURING CO.,
29 Broadway, New York.

Only ten years ago in September, says a writer
in *Electricity*, the first central station for commercial
incandescent lighting was established and
are lighting was beginning to assume its present
form. To-day over \$700,000,000 is invested in
electrical industries, illuminative and power appliances
employing the greater proportion of that vast sum.

South Bend, the new commercial town on Willapa
Harbor, in Western Washington, has succeeded in taking the
county-seat away from Oysterville, a sleepy place across the
bay which lives mainly on the oyster fisheries. South Bend
is much the largest town in the county and is destined to
become an important shipping point for coal and wheat.
Its lumber exports are already large.

A popular actress, who still continues to preserve a
fresh-looking face, although she is nearing the age of fifty,
says that an excellent plan to prevent the features from
becoming set and old looking is to give the face perfect
rest four or five times a day. A person should occasionally
lie down, for even five minutes at a time, close the eyes,
and keep the face in repose. If this is done even as often
as twice a day, it will prevent the haggard and weary
expression noticeable in too many women.

A Umatilla, Or., dispatch says: "In a little dirty
tepee at an Indian camp near here sits a dried-up,
withered specimen of humanity who can probably claim
the distinction of being the oldest living Indian in the
country. The Indians say he is a 130 years old. His
appearance would confirm the statement. He is blind,
deaf and so thoroughly dried up that he will hardly
weigh fifty pounds. He is well cared for by the
Indians. They expect him to live several years more.
There is some talk of organizing a company for the
purpose of placing him on exhibition at the World's
Fair as a living manifestation of the salubrity of the
Pacific Coast climate."

The NATIONAL MALLEABLE CASTINGS Co.,

OPERATING THE

Chicago Malleable Iron Works.

Cleveland Malleable Iron Works.

Indianapolis Malleable Iron Works.

Toledo Malleable Iron Works.



BRAKE SHOES.

PARKER & TOPPING,
BRainerd, MINN.

PARKER & TOPPING,
ALBINA, ORE.

AMERICAN FOUNDRY CO.,
TACOMA, WASH.

AGENTS FOR THE
CONGDON BRAKE SHOE COMPANY,
59th & WALLACE STS., CHICAGO.

Licensed by the CONSOLIDATED BRAKE SHOE COMPANY.



RICHARD DUDGEON,

24 COLUMBIA STREET, NEW YORK,

MAKER AND PATENTEE OF

Improved Hydraulic Jacks,

Punches, Boiler-Tube Expanders,

Direct Acting Steam Hammers.

Communications by letter will receive prompt attention.

Jacks for Pressing on Car Wheels or Crank Pins Made to Order.

CHAS. A. OTIS, THOS. JOPLING, J. K. BOLE, Managing Directors.

The OTIS STEEL CO., Limited,

Manufacturers of

CAST STEEL, Boiler, Fire Box and Tank Plates,

Steel Driving, Truck, Tender, Car Axles and Forgings

CLEVELAND, OHIO.

PITTSBURGH FORGE AND IRON COMPANY,

CALVIN WELLS, Pres and Treas.

MANUFACTURERS OF

F. E. RICHARDSON, Sec'y.



MERCHANT IRON.

General Forgings.

Draw Bars, Links and Pins, Follower Plates, Railroad Forgings, Arch Bars, Splice Bars, Track Bolts; Bridge Rods, with Plain or Upset Ends. All sizes.

Office: 10th Street, near Penn Ave.,

PITTSBURGH, PA.

J. H. STERNBERGH & SON.,

Reading, Pa.,

KANSAS CITY BOLT & NUT CO.,

Kansas City, Mo.,

Manufacture Every Variety of

Bolts, Nuts, Washers,
Rivets, Bar Iron, etc.,

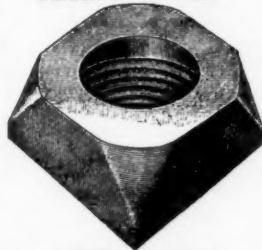
INCLUDING OUR

Harvey Grip Thread Track Bolt and Ideal
Recessed Nut.

Represented by

AVERY & WEST, 450 The Rookery,
CHICAGO, ILL.

PATENT "IDEAL"



RECESSED NUT.



It has over 20,000 miles of track in the U.S.

IMPORTANT TO

Railroad Managers & Master Mechanics

SIBLEY'S

PERFECTION VALVE OIL.

Most perfect lubrication insured, and guarantee entire freedom from corrosion and honey-combing of Cylinders, and destruction of joints of team Chest by fatty acids.

Exclusive use upon eighty railroads. References furnished upon application.

Make exclusive specialty of Valve and Signal Oils for railroad use.

SIGNAL OIL WORKS,

J. C. SIBLEY, Pres't,

FRANKLIN, PA

PARKER RUSSELL

Mining and Manufacturing Co.,

ST. LOUIS, MO.

FIRE BRICK, Locomotive Fire Box Tiles.

Specialties in Fire Clay Goods.



Designed by the Northern Pacific R. R.

GALENA OIL WORKS, LIMITED.

Galena Engine, Coach and Car Oils, the Standard Lubricating Oils of America.

SAFETY, SPEED and ECONOMY are the results of the use of Galena Oils. Cold test 10 to 15 below zero. These oils do not freeze in the coldest weather, while they are adaptable to the hottest climates.

In the use of Galena Oils there is entire freedom from hot boxes, except when these are caused by mechanical defects.

The adoption of Galena Oils as standard railway lubricants by a majority of the leading railways of this country, is an evidence of their superiority; while the fact that the same roads use these oils to-day that used them more than twenty years ago, is an evidence of their uniformity from year to year and year in and out.

Galena Oils are in exclusive use upon three continuous lines of railway from Boston and New York to the Pacific Coast, and upon one continuous line from the City of Mexico to New York, thus demonstrating their adaptability to all temperatures and climates. Inasmuch as they are entirely free from gum, these oils are not affected by dust and sand as are other oils.

We have in connection with our business, a well organized mechanical experts department, composed of skillful mechanics and railway men of long experience. The services of our experts are furnished to our patrons free of charge.

We also furnish our patrons Sibley's Perfection Valve Oil, which is likewise in use upon a majority of the leading railways of this country.

GALENA OIL WORKS, LIMITED.

CHARLES MILLER, President,

FRANKLIN, PA.

Chicago Branch Office:
Phoenix Building, 138 Jackson St.



THE RETORT COURTEOUS.—Villains: "Why, my dear boy, you haven't the manners of a pig." Jones (serenely): "No, ah! you have."

Cumso—"Well, McBride, is there as much billing and cooing as there was before marriage?" McBride—"The billing has increased largely."

Mr. Suburb—"My neighbor has a big dog that we are all afraid of. What do you advise?" Lawyer—"Get a bigger one. Five dollars, please."

ONE WAS ENOUGH.—Sutor: "I come to ask you for your daughter's hand." Her father: "She is my only daughter." Sutor: "Well, sir, one is all I want."

Friend—"What is that big black spot on the ceiling?" Host—"I'm a poor man and can't afford to employ an engineer to run a new patent parlor lamp I bought."

Sads—"You say he left no money?" Baggs—"No. You see he lost his health getting wealthy, and then lost his wealth trying to get healthy."

"That story about a 'cloud with a silver lining' is a myth." "What makes you think so?" "If it wasn't there would have been a syndicate working the cloud long ago."

A PREVENTIVE.—Tom: "Why did you sit on the piano stool at Miss Charm's, when there are plenty of comfortable chairs in the room?" "You never heard her play, did you?"

Prisoner—"I am innocent, your honour. Heaven is my witness." "I am sorry," returned the sympathetic judge. "Your witness is beyond the jurisdiction of the court. Five years."

"Why didn't you congratulate young Jenkins on his marriage?" "I could not conscientiously do that; I do not know his wife." "Well, you might have wished her joy." "I could not reasonably do that; I do not know Jenkins."

First boy (contemptuously)—"Huh! Your mother takes in washin'."

Second boy—"O' course, you didn't s'pose she'd leave it hangin' out overnight, unless your father was in prison, did ye?"

ON A BLIND SAWYER.

He was a sawyer; blind was he,
That was his only flaw;
And, though none ever saw him see,
Many have seen him saw.

Manager—"I don't know what's got into audiences. It takes a mighty good comedian now to make them smile."

Lobbie—"Perhaps they'd brighten up easier if you didn't charge so much for tickets."

Agatha Esthere—"If there were only something in this mundane world that would solace all these vague yearnings, satisfy one's wildest longings and fill the aching void within!"

Charlie Replete—"What is the matter with pie?"

Mrs. Hayseed (after talking for a quarter of an hour and getting no answer—"Thar ye set, jest chewin' and chewin' with yer mouth always so full of terbacker yer can't say a word."

Mr. Hayseed—"Mariar, I wish you'd learn ter chew terbacker."

McBride—"Before we were married you used to ask me if I loved you for yourself alone."

Mrs. McBride—"Yes, George."

"Well, my dear, won't you ask your mamma to go home and leave you with me alone."

"For this place," said the man at the desk, "we need a man of great self control."

"That catches me," replied the applicant, eagerly. "I can go by a 'Fresh Paint' sign without putting my hands on the paint to see if it is fresh."

He was hired forthwith.

"I am truly sorry, Johnny," said the friend of the family, meeting the little boy on the street, "to learn that your father's house was burned down yesterday."

Was nothing saved?" "No, stree," replied Johnny, with a whoop, "all of pa's old clothes was burned up in that fire, and ma can't make any of 'em up for me this time. Ta-ra-ra boom de-re!"

"Nothing can make a woman so superlatively happy as to have a baby of her own to kiss," exclaimed Mrs. McBride, raptuously, as she fondled her first-born.

"My dear," replied her husband, pityingly, "you can never know the unutterable joy of being 'Next' in a crowded barber's shop on Saturday night."

Little man at the theater, vainly trying to catch a glimpse over the shoulders of a big man in front of him, at length touches him on the shoulder.

Big man (turning round)—"Can't you see anything?"

Little Man (pathetically)—"Can't see a streak of the stage."

Big Man (sarcastically)—"Why, then, I'll tell you what to do. You keep your eye on me and laugh when I do."



AN OPTICAL ILLUSION.

"There goes Mrs. Wurstmayer all alone. It is very seldom she goes out walking without her family."



"Oh, the family is with her, only you can't see them from a rear view."

ANDREWS' "FOLDING" BED.



Mattress can not sag and does not fold. BEST MADE.

Opera Chairs, Office Desks, etc.

A. H. ANDREWS & CO.,

215 Wabash Av.,
CHICAGO.



CUTS

MANZ & CO.,
Engravers,
183, 185, 187
MONROE ST.,
Chicago.

Wood Engraving, for Machinery, etc.
Zinc Etching, from Prints, Pen and Ink Drawings, etc.
Half-Tone Direct reproduction of Photograph, Wash Process, Drawing, etc., etched in copper and zinc.
Wax Engraving, for Maps, Plats, Script or Diagrams.
Photo Lithography—Transfers for Lithographers, on paper or stone. DESIGNING.

Fill Your Own Teeth with Enameline.

It stops pain and decay. Lasts a lifetime.
Sample package, 50 cents.

Write for circular giving full particulars. Address
THE QUEEN CITY DENTAL CO.,
Box 219, BUFFALO, N. Y.

CHICAGO BLUE PRINT PAPER CO.,

Importers and Manufacturers of

Blue Process Paper.

211 & 213 Randolph St., CHICAGO.

SEE THAT YOUR

Newsdealer enters your Order
For a copy of
The Northwest Magazine

Every month.

Better Still send \$2 for a year's subscription and
Get it by mail.



We send samples and rules for self-measurement upon application. Write us and save your money. Our \$6.00 Pants beat ALL.

N. LEHNEN, Ph. D.,

Analytical and Technical Chemist.

Office and Laboratory, No. 133 E. 5th st., ST. PAUL, MINN.

Personal attention given to all kinds of Assaying, Analyzing and Testing Ores, Food, Water, etc. Samples by mail or express attended to promptly. Write for terms.



JOS. SCHLITZ BREWING CO.

Celebrated Export Beers.

Pilsener, Extra Stout, Extra Pale and Porter.
ST. PAUL, MINN.

SUPERIOR, the of the NORTHWEST!

The Head of the Great Lakes! The Portage Between the Atlantic and Pacific!

— WILL GIVE —

To Solvent and Substantial Industrial and Commercial Concerns,
FREE SITES. **FREE RENTS.**
CASH CAPITAL, Subscribed or Loaned, and
SUBSIDIES for Hands Employed.

TO WORKINGMEN: Plenty of work at good wages. (The annual report of the City Statistician shows upwards of 6,000 hands employed). HOMES costing \$600 and upwards (houses built on plans to suit), and which may be paid for in from 10 to 15 years, in monthly installments of \$9 and upwards.

Call on or write to

Land and River Improvement Co.,
 West Superior, Wisconsin.

TACOMA,

The Western Terminus of the
 Northern Pacific and Union
 Pacific Railroads.

The Head of Navigation and the
 Wheat Shipping Point of
 Puget Sound.

The Wholesale and Manufactur-
 ing Center of the Pacific
 Northwest.

LOOK AT THE FOLLOWING EVIDENCES OF ITS GROWTH:

Population in 1880, 720 - - Population in 1891, 50,000

Assessed value of property, 1882.....	\$75,000	Coal shipped, 1890.....	(tons) 236,617
Assessed value of property, 1888.....	\$7,729,625	Coal shipped, 1891.....	(tons) 195,000
Assessed value of property, 1891.....	\$32,495,619	Hop crop, 1881.....	(bales) 6,095
Real estate transfers, 1886.....	\$667,355	Hop crop, 1890.....	(bales) 50,000
Real estate transfers, 1888.....	\$8,855,598	Lumber exported, 1889.....	(feet) 107,320,280
Real estate transfers, 1890.....	\$14,720,858	Lumber exported, 1890.....	(feet) 150,735,000
Real estate transfers, 1891.....	\$10,663,297	Lumber exported, 1891.....	(feet) 139,920,000
Number of Banks, 1880.....	1	Wheat shipped, 1881.....	(bushels) 55,366
Number of Banks, 1891.....	22	Wheat shipped, 1890.....	(bushels) 3 509,096
Bank clearings, 1889.....	\$25,000,000	Wheat shipped, 1881, September to December 15.....	(bushels) 2,367,226
Bank clearings, 1890.....	\$43,420,448	Flour shipped, 1890.....	(barrels) 86,521
Bank clearings, 1891.....	\$49,752,170	Flour shipped, 1891, September 1 to December 15.....	(barrels) 44,033
Wholesale business, 1889.....	\$9,000,000	Number of public school buildings, 1890.....	9
Wholesale business, 1891.....	\$16,250,000	Number of public school buildings, 1891.....	14
Money spent in building improvements, 1891.....	\$1,718,173	Number of pupils in public schools, 1890.....	3,045
Money spent in street improvements, 1891.....	\$75,000	Number of pupils in public schools, 1891.....	4,044
Money spent by Northern Pacific Railroad and The Tacoma Land Company in terminal improvements from 1887 to 1889.....	\$1,506,000	Total miles of graded streets, 1891.....	98
Money spent by Northern Pacific Railroad and The Tacoma Land Company for 1891.....	\$1,400,000	Total miles of streets paved or planked, 1891.....	7½
Coal shipped, 1882.....	(tons) 56,390	Total miles of sewers built, 1891.....	41
Coal shipped, 1889.....	(tons) 180,940	Total miles of street railway, 1891: electric, 27; cable, 3; suburban, 59	81
		Total shingle output, 1891.....	425,000,000
		Total smelter output, 1891.....	\$856,133

TACOMA is the only natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon is aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

TACOMA is now the Metropolis of Puget Sound, and is the best location for manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

ISAAC W. ANDERSON,

N. P. R. R. Headquarters Building.

General Manager of THE TACOMA LAND CO., TACOMA, WASH.

South Bend, Washington.

Pacific Ocean Terminus of the Northern Pacific Railroad.

SOUTH BEND, the seaport of WILLAPA HARBOR, is the terminus of the Yakima and Pacific Coast Division of the Northern Pacific Railroad now under construction to be completed from Chehalis to SOUTH BEND this year.

The Geographical position, tributary resources and natural advantages of SOUTH BEND, and its direct rail communication with the timber, coal and wheat of Washington insure its becoming one of the leading seaports of the Pacific Coast.

Government Charts show 29 feet of water over the bar of WILLAPA HARBOR at high tide, while the towing distance to the wharves at SOUTH BEND is only 16 miles against 140 on Puget Sound and 116 on the Columbia River from Portland, Oregon.

The extraordinary growth and development of the Puget Sound cities will be duplicated at SOUTH BEND, and parties seeking new locations for manufacturing or business enterprises or a field for investment will do well to investigate further and communicate with

THOMAS COOPER, General Manager,
Northern Land and Development Company,
SOUTH BEND, WASHINGTON.

DENVER ADDITION TO SOUTH BEND.

There are many prosperous and growing towns in Washington, but none whose future is more bright than the city of South Bend on Willapa Harbor, 16 miles from the Pacific Ocean and the ocean terminus of the Yakima & Pacific Coast Railroad.

The Addition is level, sloping gently back, and contains the best of both business and residence property in South Bend to-day. The west line of the addition is within three blocks of the new \$75,000 Willapa Hotel.

Broadway is planked through the addition and other streets are soon to be improved in the same manner. Streets are 66 feet wide and Avenues 80 feet. Julian Ralph writes in the September (1892) number of *Harpers' Monthly* about South Bend, as follows:

"It is on the Pacific Coast, on the front of the Olympia Peninsula, only four hours from Portland by rail, and very much nearer to Asia, Nicaragua and Europe by water than the Sound ports. South Bend is a yearling, and when it rubs its juvenile eyes the map shows only the words Shoalwater Bay, but that, being a libelous name, is now changed to Willapa Harbor. It is 57 miles north of Astoria. It is the only generally useful harbor between the Columbia River and the Strait of Juan De Fuca. South Bend is about to be connected with the Northern Pacific Railroad system. In the region tributary to it is an extraordinary wealth of timber and of agricultural lands. The founders of the town insist that if there is to be an export trade in Washington products, no other port in the State can compete with it, since vessels from Puget Sound ports must double the Olympia peninsula before they reach the point at which South Bend shipments begin. South Bend is several hundreds of miles nearer to San Francisco, Nicaragua and Cape Horn than any Puget Sound port."

FOR INFORMATION REGARDING THIS PROPERTY, APPLY TO

The Denver Land Co.,

Room 11 Mason Block, TACOMA, WASH.
P. O. Box 53.

Franklin Building, SOUTH BEND, WASH.
P. O. Box 126.

PULLMAN, WASH.,

Situated in the Center of the Garden Spot of
THE FAMOUS PALOUSE COUNTRY.

It is a thriving business center of handsome brick blocks, spacious and well-stocked stores, beautiful residences, flourishing mills and factories, and is the great educational center of the State of Washington.

It has the State Agricultural College,

one of the largest and most important educational institutions in the State. The only military school in Washington, and the most beautiful and imposing public school buildings in the State. The city of Pullman is rich in resources, rich in good schools and Christian churches, good government and good credit. Its people are bold in enterprise, firm in purpose, liberal in supporting all public measures, moral in their lives, and warm in their hospitality.

THEY WELCOME GOOD PEOPLE FROM EVERY STATE AND FROM EVERY LAND.

There is no place in any State in the Union that offers a better field for honest endeavor or investment than Pullman.

IT IS REACHED BY TWO OF THE GREAT TRANSCONTINENTAL RAILROADS,

the Northern Pacific and the Union Pacific, and is growing faster than any city of its size in America.

PULLMAN IS THE CITY OF FLOWING WELLS,

it having nine artesian wells throwing their cold, clear streams of sparkling waters high into the air, forming fountains that for beauty rival the famed founts of Cashmere.

To one who is familiar with the situation it is no wonder that Pullman is a thriving, growing, rich city. Situated in the very heart of the great Palouse wheat country, surrounded by hundreds of thousands of acres of lands that yield from forty to sixty bushels of wheat to the acre;—in a country, too, where crops never fail, where wheat, barley, oats, flax, rye, all the grasses, fruits and berries thrive as nowhere else in the world, its prosperity is only natural.

Its famous Artesian Waters are the healthiest to be found on the American continent.

An estimate of the chief products of Whitman County, (of which the city of Pullman is one of the leading business centers) for 1891 places the grain product at 13,500,000 bushels, with wheat as chief factor at 10,750,000; barley, 1,250,000; oats, 800,000; flax, 500,000; rye, 200,000.

The money received for this grain added \$10,172,500 to the wealth of the county; for the average price last year was seventy-five cents a bushel for wheat; sixty cents for barley; eighty cents for oats; \$1 for flax and \$1.10 for rye, making \$8,062,500 for wheat; barley, \$750,000; oats, \$640,000; flax, \$500,000, and rye, \$220,000.

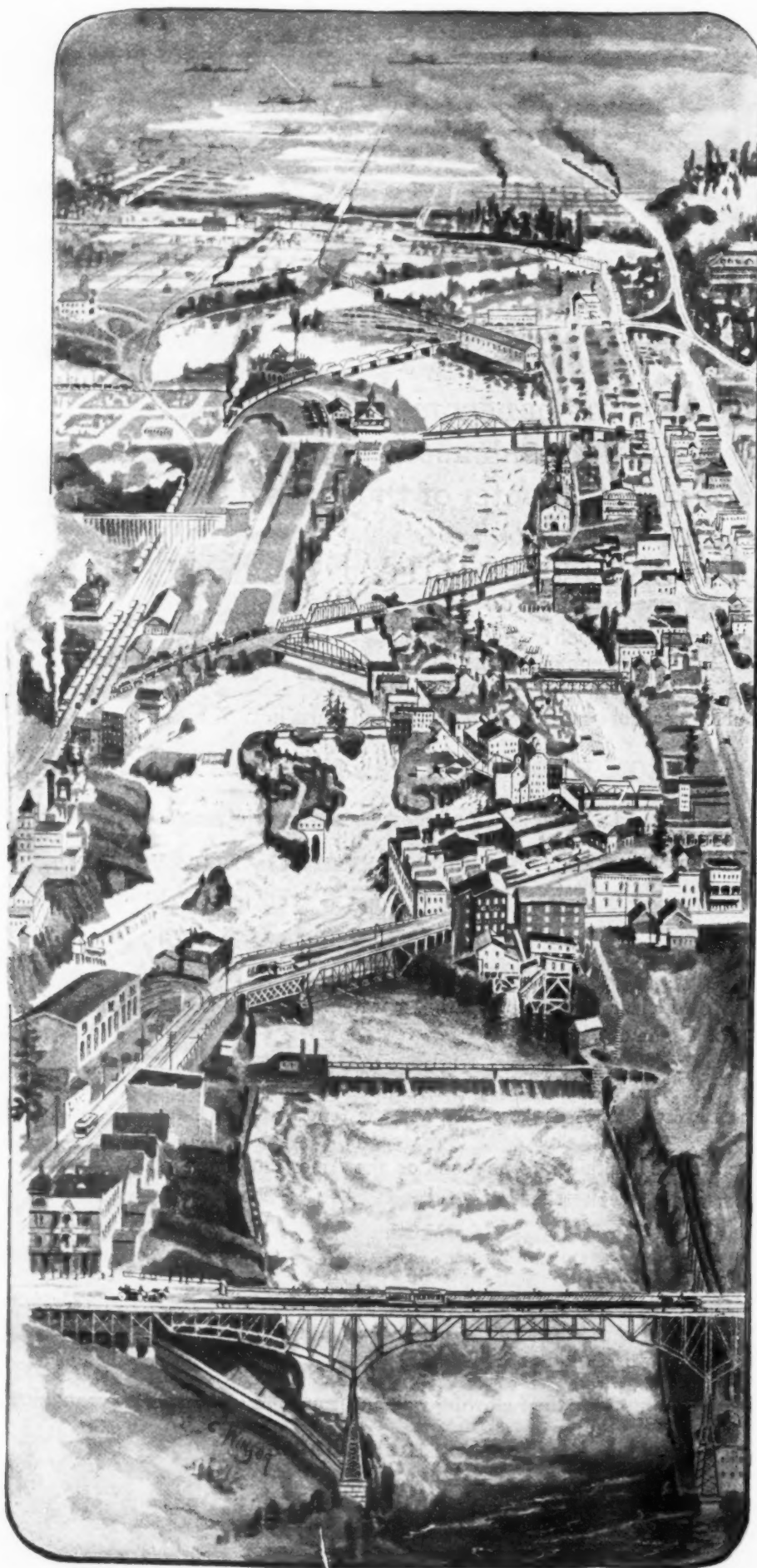
The opportunities for settlement and investment in the Palouse Country are numerous and the investor or settler finds sure and rich reward for all outlay of money or energy.

Capitalists will find here opportunities for doubling their wealth, while the manufacturer, the farmer, fruit grower, stock raiser and wool grower will find chances for advancement on the road to wealth before undreamed of.

For further particulars call on or correspond with any of the following reliable firms and business men of Pullman:

**Pullman State Bank,
Pullman Land and Investment Co.,
W. V. Windus,
W. G. Bragg,
Thos. Neill,
M. C. True,**

**McConnel, Chambers Co.,
Pullman Hardware Co.,
The Pullman Mercantile Co.,
Thos. W. Savage,
C. O. Morrell,
Pullman City Council.**



BIRDSEYE VIEW OF THE FALLS AND FACTORIES, SPOKANE.—Copyright by L. C. Dillman.

SPOKANE, WASHINGTON.

L. C. DILLMAN

Handles the largest and finest portion of the business and residence property in the city of Spokane, comprising the following additions, lying within 2,000 feet of the Post Office, with all equipments, graded streets, electric railways, electric lights, water, etc.:

The First Addition to the Fourth Addition to Railroad Addition.

The First Addition to the Third Addition to Railroad Addition.

The Second Addition to the Third Addition to Railroad Addition.

The best improved residence property:

**Cliff Park Addition,
Sinto's Addition,
Ross Park,**

and the choicest residence property in any part of the city, as well as all the Town Sites on the line of the Great Northern Railway between Kalispell, Montana, and the Pacific Coast.

The Great Northern Railway runs through the agricultural as well as the mineral sections of Montana, Idaho and Washington, affording ample opportunity for thorough investigation as to the resources and unquestionable growth of the following towns located along the line:

Bonner's Ferry, Idaho, destined to be the largest city in the Pan-handle of Idaho, and the supply point for the upper and lower Kootenai mining country;

Newport, Wash., located in the Metaline mining district, and the head of navigation on the Pend d'Oreille River, with magnificent water-power, in a lumber district unequalled in the Northwest.

Whitney, Wash., located in the Big Bend farming district, in Lincoln County, producing 5,000,000 bushels of wheat alone; and a city on the Columbia River on the eastern slope of the Cascade Mountains.

Rock Island, Wash., located on the Columbia River at the crossing of the Great Northern R. R. in Douglas County, the foot of Badger Mountain wheat belt, the foot of navigation and the outlet for the Okanogan mining district. One of the best water-powers on the Columbia River, which will be given away for manufacturing purposes.

L. C. DILLMAN,
Rookery Building, Spokane, Wash.
Or, NORTHERN LAND COMPANY,
Germania Life Building, St. Paul, Minn.
Correspondence solicited and information freely given.
Special attention given to Eastern inquiries.